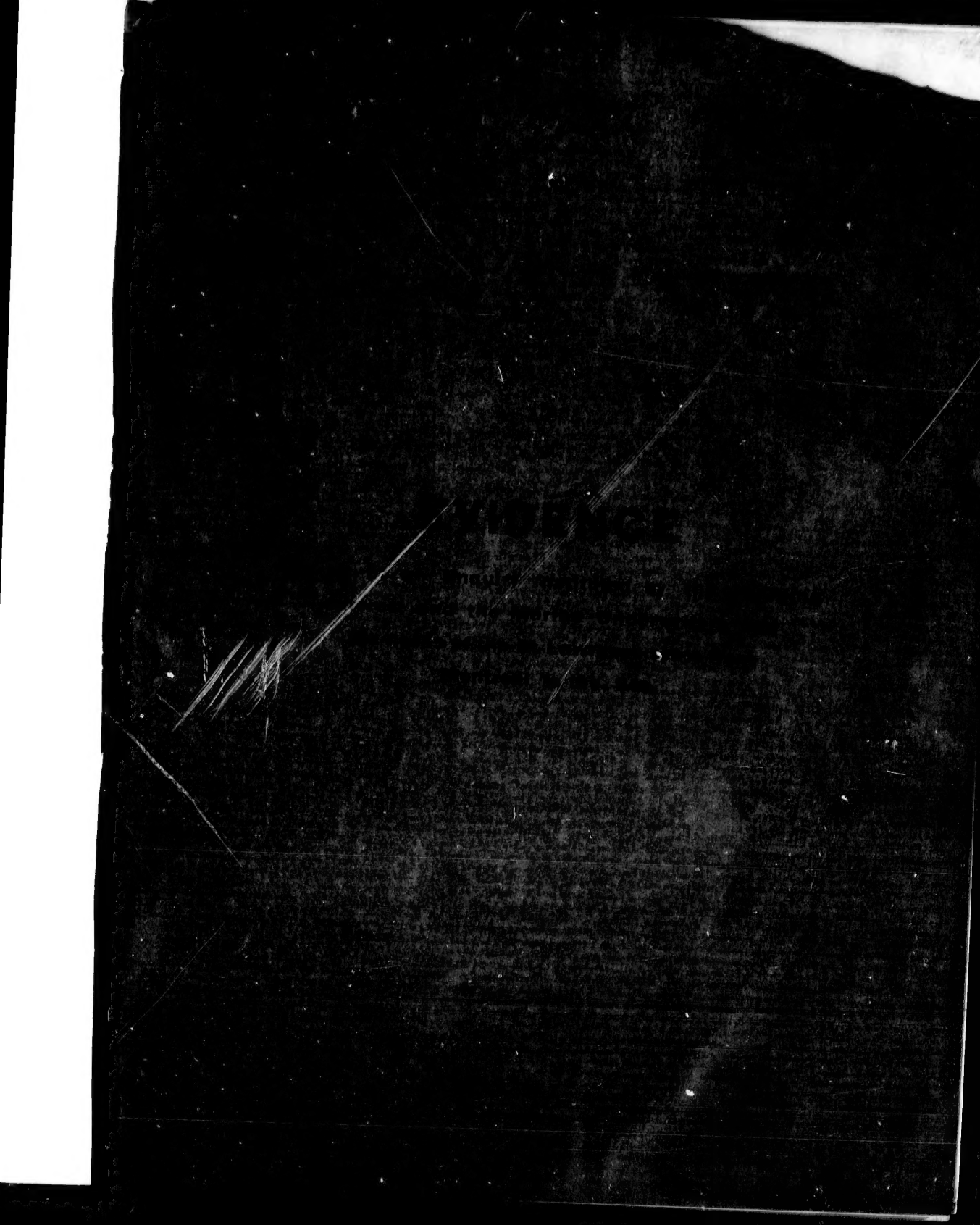




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Notes of the evidence taken at the first session of the Enquiry.

10

Montreal, Tuesday, October 2, 1900.

The first Session of an Enquiry instituted by the Shipping Interest the Marine Underwriters into the needs of the St. Lawrence route from
20 Montreal to the sea was held this day at 10 o'clock A. M. at the Board of Trade.

Present : John Torrance, Chairman ; D. W. Campbell ; W. I. Gear ; Thos. Harling ; James Thom and D. A. Watt of the Shipping Interest. E.L. Bond, President Marine Underwriters' Association and Captain Reid, Port Warden, who attended as a nautical expert by request. Also the several Ship Masters whose opinions are here given.

The Chairman explained that the object of the Enquiry was to procure the opinions of Ship Masters as to the really important needs of the St. Lawrence navigation in order to press the matter upon the attention
30 of the Dominion Government with a view to its making the necessary improvements to secure reduced Marine Insurance rates in the S. Lawrence which, as he pointed out, were so excessive.

The first Captain examined answered as follows in reply to questions by the Chairman.

His name was William Goldworthy. He was in command of the "Manchester Shipper". His last voyage was from Manchester to Quebec. He came *via* the Straits of Bella Isle ; did not meet with much ice, and had very little fog until he reached Fame Point. This was the first time
40 he had been on the route for some years. He carefully watched the lights

and Fog signals on Belle Isle, Heath Point and elsewhere. At Cape the fog signals are at too long intervals; they are now twenty minutes which is too long. Said there should be a Fog signal at Fame Point; as an aid to safe navigation he deemed such to be absolutely necessary.

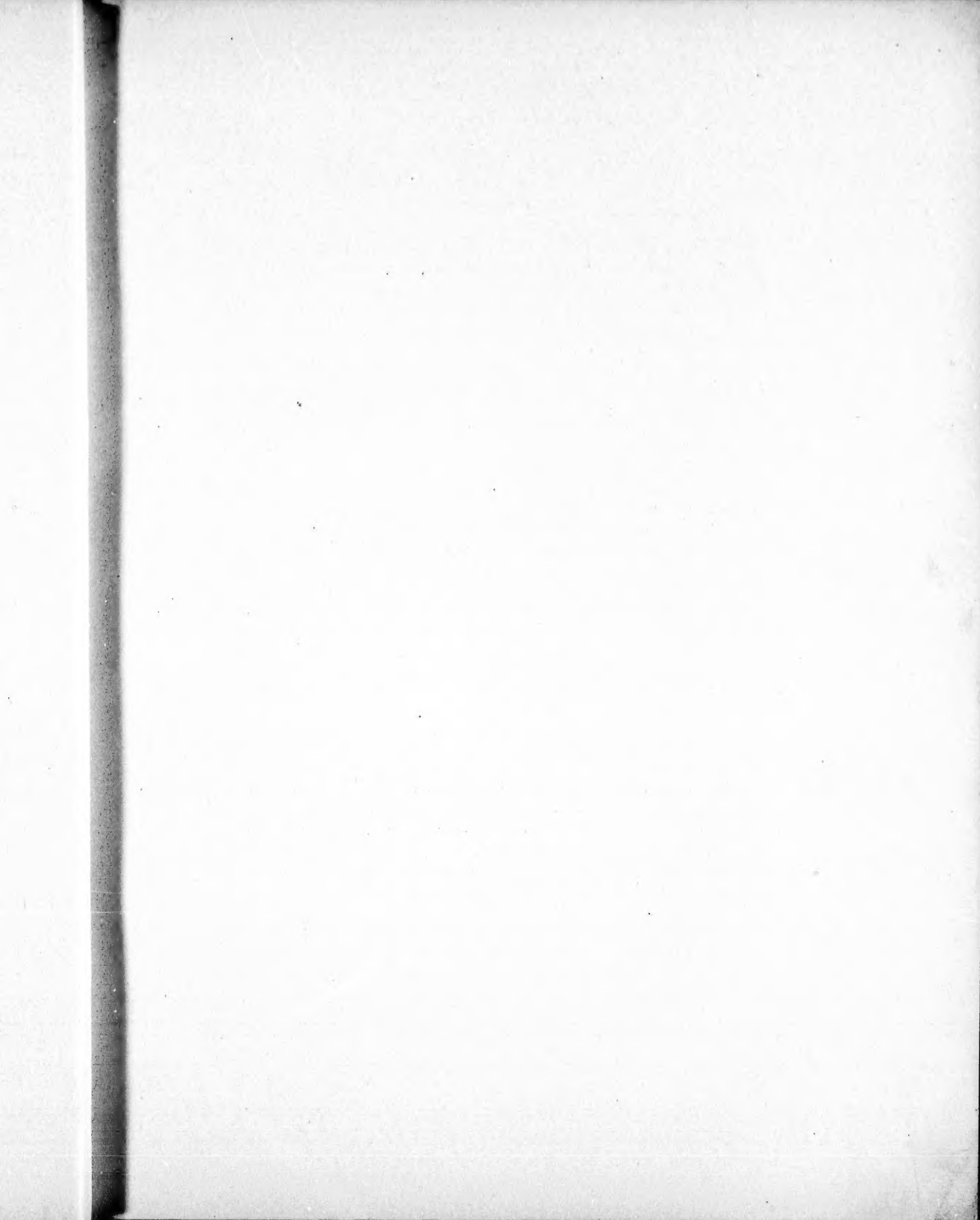
He preferred explosive rockets to syrens as Fog signals. At Father Point the Fog signal was poor.

Asked by the Chairman if coming into the Straits of Belle Isle in the night or early morning he could see the light, he replied that he found the light sufficient. In answer to the question whether he found the navigation of the St. Lawrence more difficult than any other parts of his voyage, he answered "no".

Being asked what he considered the best form of Fog signal syren or bomb, he replied that all depended on the situation—bombs were good off the land and on low points.

The next gentleman called was Captain John Gambell, who in reply to the Chairman said that he was in command of the "Ontarian"; that he had been sailing to the St. Lawrence about fifteen years in the employ of the Allan Line; that on his present voyage he sailed from Glasgow and came in by the North route, and met very little fog except in the Gulf; said he preferred the North route unquestionably, because there is less ice, the fog belt is narrower, and weather much better. Considered fog signals necessary at Fame Point and at Matane. Along the seventy miles of coast between Cape Chatte and Father Point it is difficult to allow properly for the currents without the aid of fog signals at different points. There should be a fog signal at Flower Cove, Nfld., placed near the light to guide into the Straits. There are fog signals on the North side, but not on the South. Did not consider the St. Lawrence route worse than other, but that it required more care in navigating as there was more fog; said he preferred syrens as fog signals because the sound penetrates better; there were noises about the ship, such as doors slamming, which might be mistaken for a bomb. But there should be some syrens and some bombs. There should be a light and a fog signal about half way between Heath Point and Point d'Amour, at a place called "Little Macitina" or St. Mary's Island. A light and a fog signal at the North-East of Belle Isle is very much wanted. The Cape Race route he considered properly lighted. Favored a continuous hydrographic survey of the Gulf and adjoining coasts as an important aid to navigation. He thought there ought to be a fog signal at Cape Pine where the light is.

On general principle there should be a fog signal wherever there is a light. Asked about navigation from Father Point to Quebec he said that



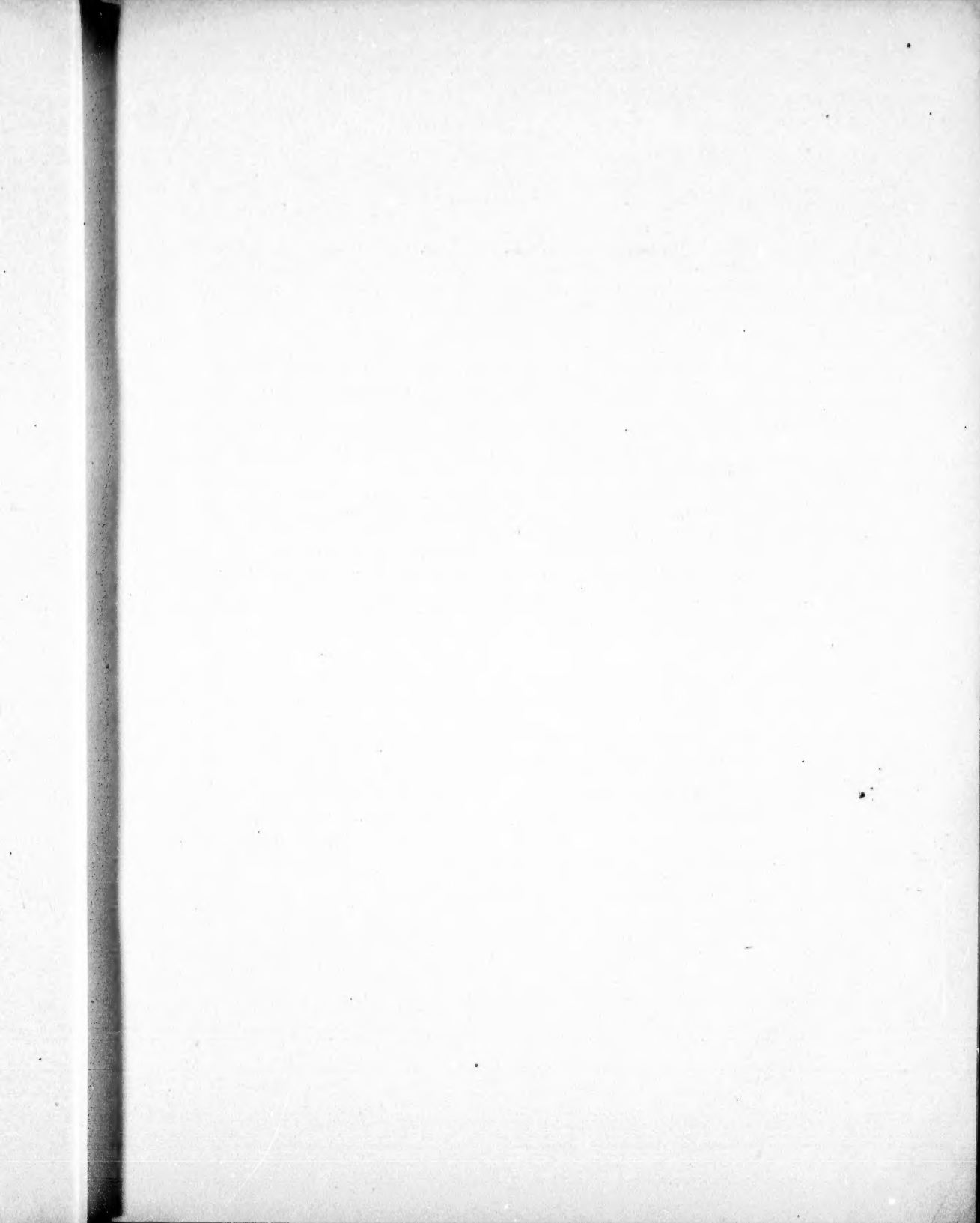
should be a question more for the pilots than the Masters. The light on Fame Point should be replaced by a more distinct light, because it is the most important light on that coast. It should be changed for a modern quick flashing light with a fog signal attached. (All the Captains present agreed that the present light was poor, and that a quick flashing light should be provided at Fame Point). Mr. Bond stated that the principle the Underwriters struggled for was that wherever there was a fog signal there should be a light, and that all old lights should be changed to flashing ones.

10 There certainly should be a fog signal at Cape Pine.

 The meeting agreed that a fog signal at Cape Pine was an immediate necessity.

 Mr. Bond said that although no vessel had been wrecked at the entrance of the Straits of Belle Isle, the Underwriters had the impression that there should be another light there.

 Captain Wm. Webb of the S. S. "Kastalia", questioned, said that he was about eight years in command. That he sailed from Glasgow last voyage, and came in by the South route. He preferred the South channel coming out and the Belle Isle route going home - for the benefit of the soundings coming South. He has had most fog on the Belle Isle route. Last
20 year he had trouble with ice about July but this year there was very little. Asked if he considered the St. Lawrence route more dangerous than any other route, he replied that he considered it was, as there was more fog and ice, and it required more care to navigate it, but with care there should be not much danger. Asked what he thought was wanted to improve the navigation of the route, Captain Webb replied:—a light on the North-East corner of Belle Isle with a fog signal there also, as well as everywhere where there is a light. He did not believe in fixed lights. There should be a light at St. Mary's Island and the fog horn at Point
30 d'Amour was not loud enough. Asked if it was customary to check the revolutions of the flashing lights he replied that he generally did check them. If they were wrong it depended on the humour he was in whether or not he would report it, but he thought it should be done. Asked if he considered there should be gas buoys above Quebec to make the river navigable by night, he answered that it should be left as it is, daylight was the best time for navigating the St. Lawrence. The old fixed lights were bad as they were hard to distinguish from lights on the land—the trouble was generally from Fame Point up and he would like that all fixed lights should be done away with on that reach.



Captain Frank Carey of the S. S. "Lake Ontario" said that he had been in command about twelve years, but had been coming to the St. Lawrence for twenty-five years. He had sailed from Liverpool last voyage and came in via the Straits of Belle Isle. He had six or seven hours of fog and had only met two small pieces of ice. He preferred the Belle route because there was not so much fog and the ice belt was narrow although there was more ice. The Belle Isle route is a little the shorter. A light on the end of Belle Isle was very much wanted. A resurvey of the soundings should be made as the charts are confusing around Belle Isle. There should be a fog signal with the light on the North East end of the Island of Belle Isle. He was strongly in favor of fog signal at flower ledge. Point d'Amour whistle not loud enough, Cape Norman not very good either, Cape Bauld very good, also Greenly. Bombs not powerful enough there should be another light and fog signal above Heath Point on the South point of Anticosti or South Cape would like all lights made revolving. Fame Point light hard to make out (Capt. Webb said here that there was a wrong survey at South Point near Blaggett's Bluff). Capt. Carey continuing said, that there should be a buoy outside the shoal at South Point. The fog signals at Father Point were not the best but the soundings were good. Bomb at Father Point no use. He considered all the bombs in use not powerful enough. The fog signals and syrens were better than on the English coast, but the bombs were not half as good. Green Island signal useless, not strong enough, syren wanted. New lighthouse at Travers Island farther from channel than the old lightship, but it was better light. Asked about the buoys between Montreal and Quebec, he replied that question he considered should be left to the pilots, but that he thought they were very good.

About the Cape Race route he had to say that the soundings were not quite accurate. Never went near St Pierre Miquelon. He did not consider a fog signal necessary at Cape Pine. Matane light should be improved; also Metis light and light at Cape Magdalen. Asked if he ever came from Rimouski to Quebec without a pilot he replied that he had once; that there was not much difficulty only it was very inconvenient. He considered the pilots below Quebec very good men. His experience of the pilots was that they were all right, and the Captains present all agreed with him. Asked how they compared with the Liverpool and other English pilots he replied that they were just as good and as intelligent.

They never came on board under the influence of liquor and were quite equal to the Glasgow men. Never found a man colour blind. In answer to a question by Mr. Bond he said that the distance between Mon-

10 treal and Belle Isle was about 900 miles and that it generally takes three days to make it. It took about one hour to get to sea from Boston. Asked if we got all the improvements would there be as little danger getting to sea as from Boston Capt. Carey said no. All the other Captains agreed in this opinion that there would be more danger. Asked when they considered they were at sea the Captains said "not till they were out of sight of land". Asked if it were more dangerous going from Father Point to the sea than from the first point of land on the other side to Liverpool, Captain Carey thought not; he considered the North of Ireland more dangerous than going from Father Point to the sea, although there was more fog in the St. Lawrence.

20 Captain Thos. Jones of the S. S. 'Cambroman' stated that he was one year in command. That he was coming to this port five and a half years. He had left Liverpool last voyage and came in by the south route. He had had a great deal of fog from Cape Race in all about fifty hours. He had made five voyages this year, came south every time, and had met fog every voyage but one, came by soundings and found them very good. Light and fog signal at Cape Race very good. Should be a fog signal at Cape Pine. Wherever a light is wanted a fog signal is also wanted.

20 The most particular point coming into the St. Lawrence is Fame Point, and there is no signal there; should be a flashing light. About the other points there should be a fog signal at each. Father Point should be altered to a syren, which would be more effective. Bird's Rock signal to long intervals, it is now twenty minutes, should be as often as possible.

Channel from Father Point to Quebec should be left to the pilots. Mr Bond asked if Captains ever gave over their responsibility to the pilot, answered never.

30 Captain Richard Griffith, Assistant shore Captain for the Allan Line, was next examined, and stated that he was in command up to last year.

He preferred the Belle Isle route because he had had always less fog there, the ice track was shorter. Fogs were of shorter duration on the Belle Isle route. Always more fog going south. Fog not denser north than south. Should be a light at the northeast end of Belle Isle, also a good fog signal there. There should be a fog signal at Flower ledge.

A fog signal should be everywhere where there is a light. Light at St. Mary's Island needed to pick ships up. Light on east Cape. Nothing more needed along there except a buoy or two to denote the shoal opposite South Point.

40 Fame Point light should be renewed and fog signal also. There should be a fog horn or signal at every light up to Father Point. His experience

also was that the bombs were too small. Between Father Point and Quebec very good. Pilots below Quebec all right. Stated again that he preferred the north route. There should be a fog signal at cape Pine and St. Mary's also, on the principle that wherever there is a light there should be a fog signal. Bird Rock signal too long interval, should be a syren. Asked if a survey of the currents would be of use to him he said "yes".

The meeting then adjourned till next Tuesday, October 9th, at 10.30 A. M.

10 I certify that the above notes of the evidence in my opinion cover the important acts brought out at the above meeting.

JOHN TORRANCE,
Chairman

20 DEPOSITION OF CAPTAIN COLE, OF THE S. S. "BEGAMA".

Montreal, October 9th 1900.

Captain Cole, of the S. S. " Begama ".

Q.—Where did you sail from, Captain ?

A.—From Bristol.

Q.—And what route did you take ?

A.—Belle Isle.

Q.—Why did you take Belle Isle ?

30 A.—I thought it was the clearest road to come at this time.

Q.—Then you prefer Belle Isle to the southern route ?

A.—Yes, at this time of the year.

Q.—Have you any suggestions to make with reference to Belle Isle ?

A.—I think if there was a light on the north-east and of it, it would be a great improvement. I got very close in there, and could not see the other light and was bothering about in a fog for a long while, and a fog signal I would suggest, with this light.

Q.—Did you meet much fog coming in this time ?

40 A.—Very little ; two or three hours fog between Cape Norman and Heath Point.

Q.—Have you to suggest anything in the way of lights or fog signals between Point d'Amour and Heath Point ?

A.—Yes, I think a light on the western shore would a great improvement.

Q.—What part ?

A.—The Labrador coast, somewhere around St Mary's Island, which I think would be a great improvement.

Q.—How does Heath Point stand ?

A.—Heath Point is all right enough for the light, but I do not think
1) the fog signal there is worth anything at all, because I felt my way around Heath Point the other day, I was going dead slow around it for three hours, and the fog lifted for two minutes and I saw the lighthouse, and I must have been within three miles of that light for three hours, but I never heard a fog signal. It is either utterly useless, or else they were not working it, which, I do not know.

Q.—After you got around Heath Point, what point do you make for?

A.—Bagot's Bluff.

Q.—There is a lighthouse there ?

A.—Yes, from there I go over to Gaspé and Fame Point. The lights
20 along there are pretty right but there is no fog signal along there.

Q.—Is it not a very important point at Fame Point for a fog signal ?

A.—Yes, very important, and it could have one Cape Norman fog
signal I do not think is worth anything, and that is in Belle Isle.

Q.—How far off were you ?

A.—Two miles.

Q.—You think there should be a fog signal of the most approved
pattern and shape at Fame Point ?

A.—Yes.

Q.—How is the coast line lighted, from there to Father Point ?

A.—Fairly well.

30 Q.—What about fog signals ?

A.—I think every lighthouse should have a good fog signal, so as to
pick them up.

Q.—Cape Chate for instance ?

A.—There is a good one there; we can hear that occasionally.

Q.—There is a cotton powder ball fired every twenty minutes -- did
you ever hear it ?

A.—No, the interval is far too long.

Q.—You passed Matane and Little Metis ?

40 A.—No fog signals there, and I think there should be a fog signal at
Little Metis, if not one at Matane also.

Q.—What about Father Point ?

A.—There is a good light there, there is no fog signal to my knowledge. From my experience with their guns and bombs they might just as well not fire them, because we never hear them.

Q.—Have you anything more to say beyond Father Point ?

A.—I think not.

Q.—In your opinion, Captain, which is the best fog signal to use ?

A.—The syrene, or whistle.

Q.—You have been trading in other parts of the world ?

10 A.—Yes.

Q.—Do you consider the St Lawrence worse there any other route you have been in ?

A.—I think it is about the most difficult navigation in the world. Coming from England, about the hardest time I put in is coming here.

Q.—Are there any greater difficulties in the navigation of the St Lawrence than the North Sea or English or Irish channels ?

A.—Yes, you have so many currents and fogs.

Q.—Have't you got a number of currents in the English channel ?

20 A.—No, they have them sorted out, and you know how they are going to set you, but here I do not think there is a person can say which way the current will set you.

Q.—What is really wanted in the Lower St Lawrence for the better navigation of it ?

A.—More fog signals and another light or two.

Q.—Don't you think there are enough lights from Fame Point up ?

A.—Yes, but principally fog signals are wanted.

Q.—How long have you been in the trade, Captain ?

A.—This is my first season here.

Q.—What trade have you principally engaged in before ?

A.—Southern trades, geneally.

30 Q.—Have you come around by Cape Race ?

A.—Yes, I have twice.

Q.—What is your opinion of the relative routes ?

A.—I do not know, as I have not had enough experience, but they are both pretty hard runs.

Q.—With regard to the pilotage waters from Father Point up to Quebec, have you any remarks or suggestions to make ?

A.—No.

Q.—And from Quebec to Montréal have you anything to suggest in regard to that ?

A.—No.

Q.—That is a very fine light on the Travers ?

A.—Yes.

Q.—I would like to know if you have navigated to either Baltimore or Philadelphia ?

A.—I have been in Baltimore once, but it is years and years ago

Q.—In regard to the aids to navigation in the Gulf of St Lawrence, I would like to know your opinion, if you had proper hydrographic surveys, the same as at Washington, would it help you ?

10 A.—I think it would be a most useful thing.

Q.—Is it not your opinion that such a survey properly conducted by the Government would very materially aid in the navigation of the St Lawrence and reduce losses ?

A.—Certainly it would.

Q.—What do you find the nature of the lights in the St Lawrence ? Are they first class ?

A.—I think the lights are good enough, but some of them might be stronger.

Q.—I believe it has been stated that there were no lights in the St
20 Lawrence better than third class ?

A.—That I could not say ; I have had very clear weather coming up, and no difficulty with them, and I am judging them under most favourable circumstances.

Q.—I judge from your first remarks that you believe in the straits of Belle Isle at this season of the year ?

A.—Yes.

Q.—Why ?

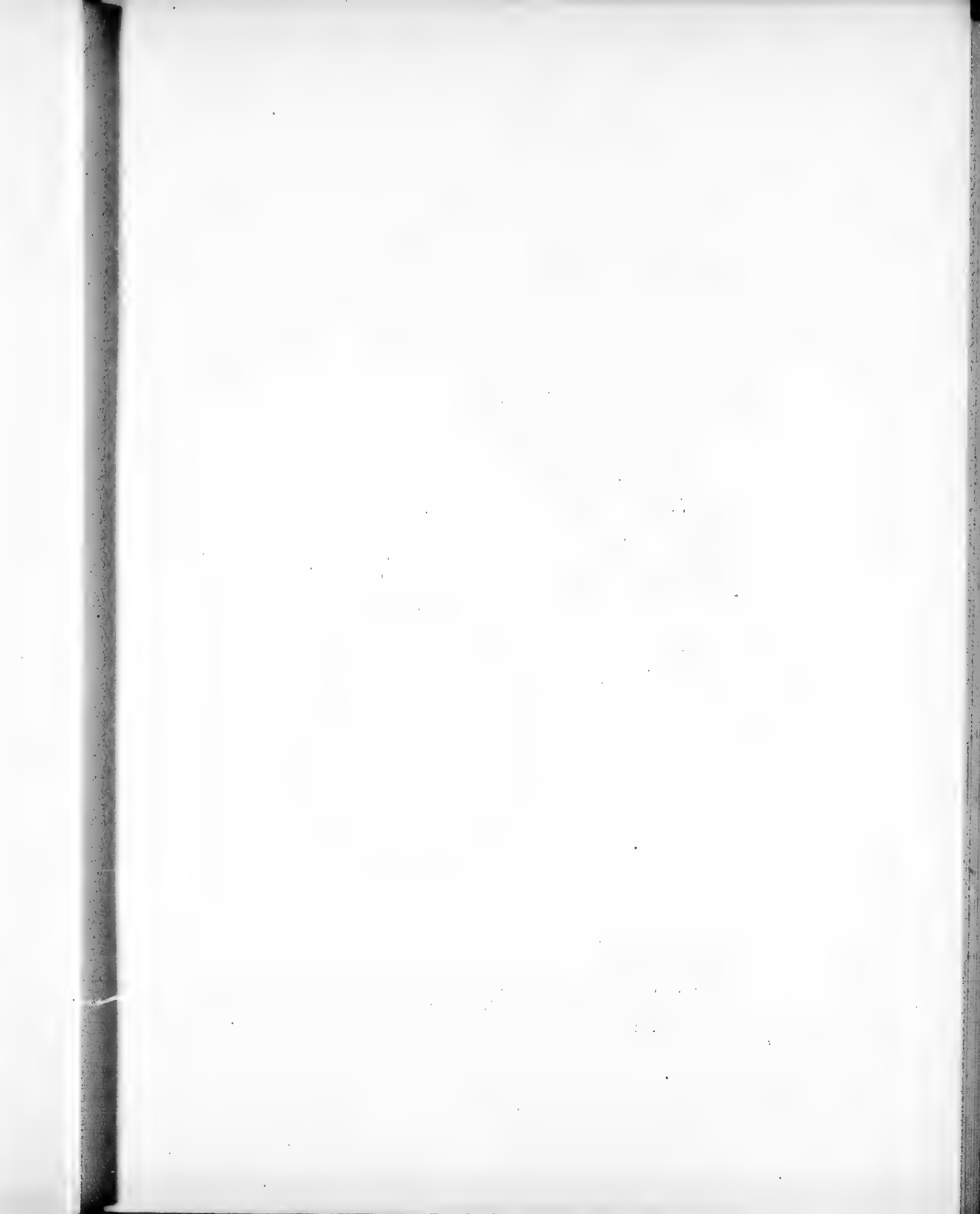
A.—I think you get clearer weather at this time than further south.

Q.—Don't you expect snow at this time of the year ?

30 A.—I suppose we shall get it pretty soon now ; I am going back that way, but I should think we will get a clearer run going through Belle Isle now than going south.

Q.—About those guns or bombs, you can only hear them two miles, you say. How far do you hear them in the British channel ?

A.—I do not think we have any there—yes, there is a gun at Lundy which you can hear two or three miles, but I have not heard a gun coming up the gulf at all. I do not know whether a gun low down when being fired, you can hear further than a bomb over your head, but the
40 twenty minutes interval between the sounds of the fog signals I think is perfectly ridiculous, because if you are only going three miles an hour, you will travel one mile in the twenty minutes.



Q.—What is your opinion as to the nature of the light you should have there ? Fixed, or flash, or what ?

A.—Certainly not a fixed light. Flashing, or revolving—anything but a fixed light, because a fixed light may be anything, such as a ship at anchor etc ; there are many kinds of flashing and occulting lights now, that they can easily be distinguished.

Q.—What is your opinion of the pilots in this river, as compared with men you have met in other trades ?

A.—The pilots I have met have been very efficient men.

10 Q.—Have you tested them in moments of danger ?

A.—No, everything has gone on smoothly.

Q.—Did you find those gas buoys down below burning properly ?

A.—Yes.

Q.—What do you think of lighting the reaches of the river between here and Father Point ?

A.—There is a very poor one at Point aux Trembles some 20 or 30 miles above Quebec ; that may be remedied by a larger buoy, but the light is in a good place.

Q.—But the system itself of lighting the channel with gas bouys
20 meets your approval ?

A.—Yes.

And further deponent saith not.

A. A. URQUHART,
Official Stenographer.

30

DEPOSITION OF CAPTAIN VIPOND, OF S. S. TUNISIAN.

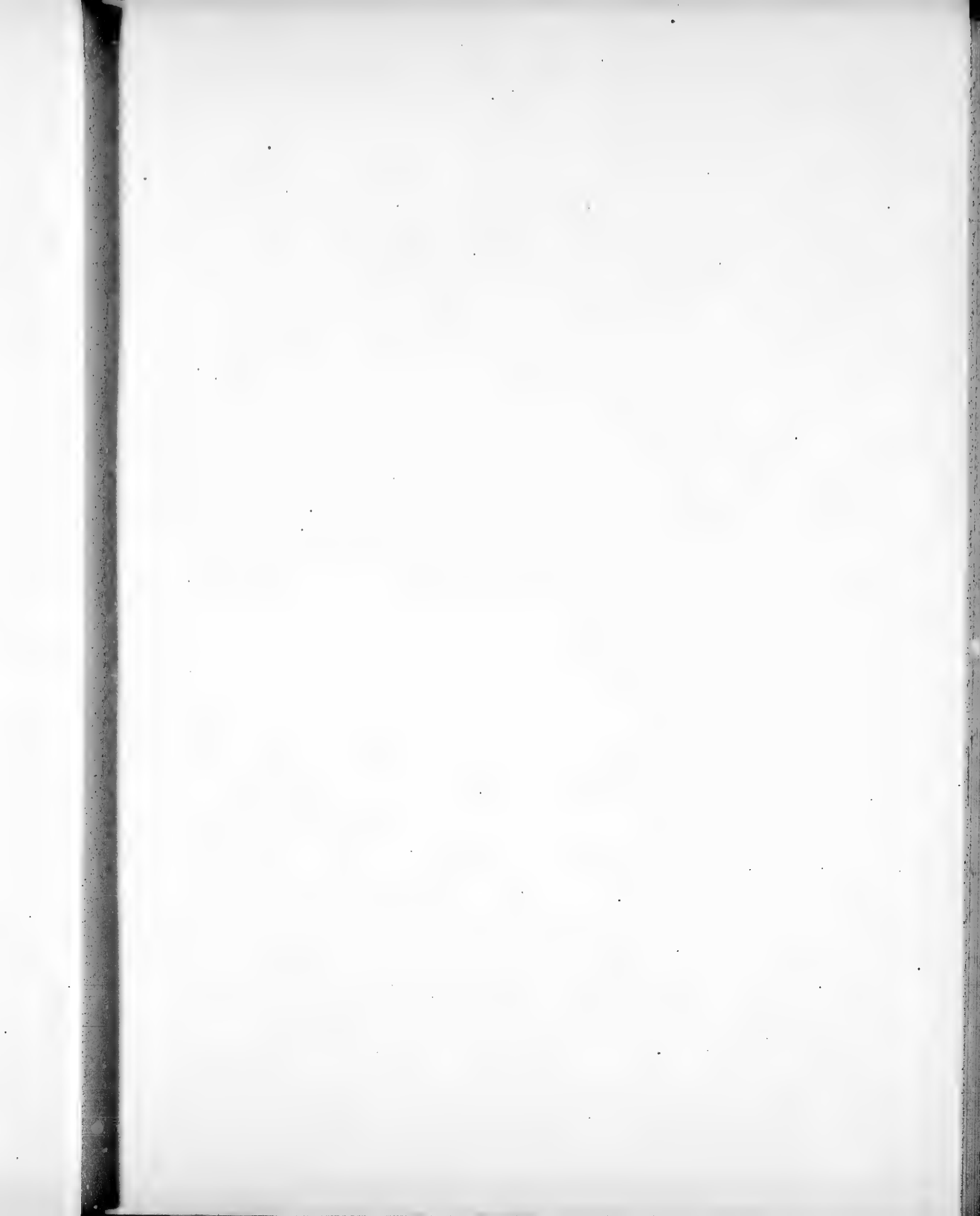
Montreal, 9th October 1900.

Captain Vipond, S. Commander of the S. S. "Tunisian" of the Allan Line.

Q.—How many years have you been command ?

A.—About 15 years in the St Lawrence trade principally, but I have been in other trades.

40



Q.—You have come in, of course, by Cape Race and Belle Isle ?

A.—Yes, both.

Q.—In approaching the St Lawrence by the Cape Race route, have you any suggestions to make for the improvement of same ?

A.—Not towards Cape Race as I think it is all right there; Cape Pine has a fixed white light, but there seems to be no fog signal there, but there is a fog signal at Cape Race.

Q.—Do you think it desirable that there should be one at Cape Pine?

A.—No, nor Cape St Mary.

10 Q.—Would it not be a help ?

A.—It would be an improvement, but not necessary.

Q.—A number of ships have been stranded there ?

A.—Well, they did not use the light.

Q.—You think it would be an advantage ?

A.—Yes.

Q.—Why do you use Belle Isle in the summer time ?

A.—It is the shortest route.

Q.—Has it any other advantages ?

A.—No.

20 Q.—Do you get clearer weather there ?

A.—You have to take your chances ; my experience is that I would just as soon go around Cape Race as Belle Isle is a doubtful route.

Q.—Do you think it any more dangerous than Cape Race ?

A.—Yes.

Q.—You have plenty of soundings by Cape Race ?

A.—Yes, but not reliable soundings by Belle Isle.

Q.—In coming by Belle Isle, do you think it would be desirable to have a lighthouse and fog signals ?

30 A.—Yes, a lighthouse and a fog signal principally. The fog signal is absolutely necessary.

Q.—You have had a large experience, will you tell us why it is necessary to have a fog signal ?

A.—In thick weather, if you come into Belle Isle you would hear the gun.

Q.—Would you want to have it a gun ?

A.—Yes.

Q.—Is it not a fact when the wind is blowing in certain directions you would not hear the gun ?

A.—The same as with the whistle.

40 Q.—After you came into Belle Isle, have you any suggestions to make as to the improvement of the straits ?

A.—A stronger fog signal at Cape Norman is wanted, as the whistle there is very light, and you can hardly hear it, that is, on the Newfoundland side.

Q.—In proceeding through the straits, have you anything to recommend there ?

A.—No, the lights are all right.

Q.—At the western end of the straits, are they all right there ?

A.—Yes, the fog signals are quite correct there.

Q.—What about Flower Island, is there a fog signal there ?

10 A.—No, but we have a fog signal over at Point d'Amour, and one at Green Island.

Q.—What is the distance between those points ?

A.—Twelve miles.

Q.—You think if there was one on Flower Island there might be a little confusion ?

A.—Yes.

Q.—Well then, you think the western entrance to the straits is all right ?

A.—Yes.

20 Q.—After you get out of the straits, proceeding to Heath Point, have you any suggestions to make ?

A.—A lightship off Heath Point anchored in twenty fathoms is absolutely necessary, so that you can go around there in thick weather with good fog signals.

Q.—There is really no trouble in getting around Heath Point in thick weather ?

A.—Yes, the soundings are all right, but people are afraid to go too close.

Q.—What about St Mary's island ?

30 A.—There is no light or fog signal there ; if you get a good departure from the entrance to the straits, you do not require any until you get to Heath Point.

Q.—If you don't get a good departure ?

A.—You should not start

Q.—What is your idea about the surveying and charting of the route ?

A.—It could be improved on.

Q.—Do you think it necessary ?

A.—I really do not think it.

Q.—Do you think so in connection with the currents ?

A.—You will find them out by experience.



Q.—Is it not a fact that they are surveying the English coast all the time, making improvements there ?

A.—Yes, but they have the currents worked up to a fine point, and that is by long experience ; the currents are really taken up by the prevailing winds, on this coast.

Q.—Is it your opinion that there is any special difficulty present on the Bell Isle route, to a careful navigator ?

A.—There is no difficulty if a man uses precautions, and if a man cannot see, he should stop until he does see.

10 Q.—Don't you, as a rule expect better weather in going out north than south, in the summer time ?

A.—It is a doubtful route, as I said before, and you may or may not have a clear run.

Q.—When you get opposite eath Point, the probability is you will get good weather if you have good wind ?

A.—Yes, from the south.

Q.—And if you have bad wind, you would hesitate to use it ?

A.—Yes.

Q.—Do you think there is more fog north or south in the summer
20 time ?

A.—Much the one as the other.

Q.—What is your opinion about the ice track ? Is it not smaller *via* Belle Isle than *via* Cape Race ?

A.—No. I do not think so ; we are always on the lookout for ice when we get to the west of 45.

Q.—Is it not a fact you meet less *via* Belle Isle than Cape Race ?

A.—Some seasons you do and some you don't.

Q.—After you get around Anticosti, you make for the south shore ?

A.—Yes.

30 Q.—At Fame Point, is that lighthouse everything you could desire ?

A.—It should be stronger.

Q.—Is there any fog signal there ?

A.—No, but there is one on Cape Magdalen.

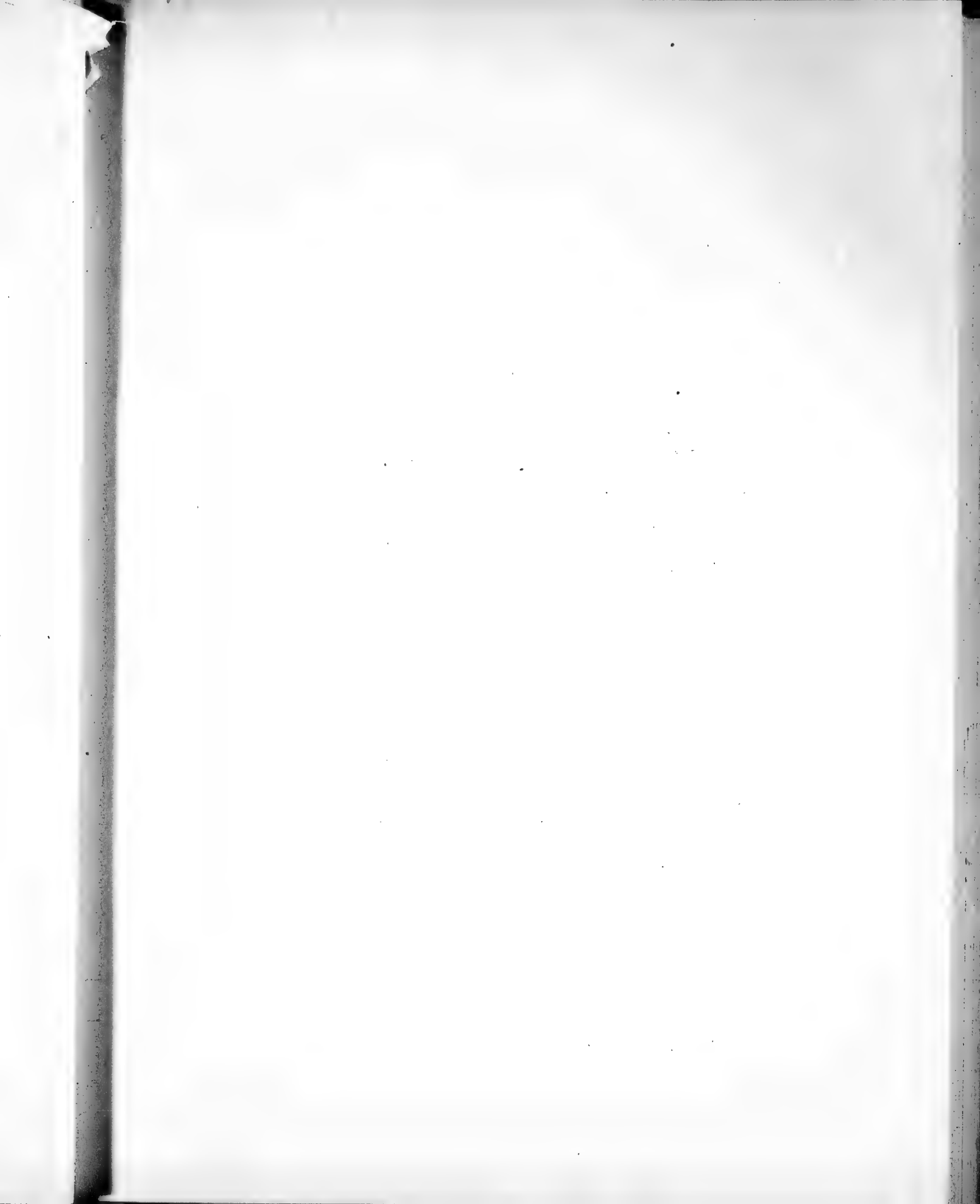
Q.—If Fame Point is one of the first points you make, is it not highly desirable that you should have a fog signal of the best quality there ?

A.—Yes.

Q.—How do you find the lights in coming up the river after you pass Fame Point ? Is it not pretty well lighted ?

A.—They are very poor lights, and might be improved in quality.

40 Q.—What is your opinion of the necessity of continuing fog signals where there are lights ?



A.—A good fog signal is required at Cape Chat, Fame Point and Father Point.

Q.—There is a fog signal at Cape Chat ?

A.—A very indifferent one, and should be improved upon the cotton bomb, which is fired every twenty minutes

Q.—Is it not absurd to think of firing a signal every twenty minutes

A.—Yes, it should be every five minutes.

Q.—What about Matane and Little Metis ?

A.—There is no necessity there as it a straight course, and no necessity for firing any there.

Q.—How about Father Point ?

A.—The fog signal is not good enough there as it is a gun I think but it is perfectly useless.

Q.—After you get your pilot on board, have you anything further to say as to the navigation between Father Point and Quebec ?

A.—No, the only thing is having a good turning light entering into the harbour of Quebec at New Orleans Island ; on a dark night it is a difficult thing to come in with so many lights.

Q.—Have'nt they got that all right and two range lights ?

A.—There are two range lights on St Louis wharf, but they are no good.

Q.—What is your opinion as to the pilots below Quebec ?

A.—The pilots we have are very good.

Q.—Are they not as good as the pilots you meet anywhere ?

A.—I would not say that, but they are quite competent as far as I know.

Q.—Wherein would they be deficient as compared with other pilots ?

A.—The only thing to try them is in a case of collision, and I do not want that opportunity.

Q.—Do you think they are lacking in nerve if they get into a tight place ?

A.—No, I do not say that, but I say I have not tried them.

Q.—There has been a suggestion, Captain, that owing to shoals on Bagot's Bluff, it would be an advantage to have a buoy there ?

A.—Yes, it would be an advantage.

Q.—To have a buoy off south point ?

A.—Yes.

Q.—In going to the eastward approaching Cape Ray, is there anything you have to suggest ?

A.—You cannot get soundings until you are close in to the land ; the Cape Ray fog signal is very poor.

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Q.—At the east end of Anticosti, on the North-East side, do you think it would be an advantage to have a lightship there ?

A.—Yes, off east point.

Q.—Would it be possible to keep a lightship there?

A.—Yes you could keep her at anchor there, as there have been several ships lost there. You would require a fog horn on the lightship also.

Q.—In your opinion would not a proper hydrographic survey of the gulf of St Lawrence similar to that carried out by the American Government at Washington be an advantage to navigators ?

10 A.—Yes, a great advantage.

Q.—Have you navigated to either Philadelphia or Baltimore ?

A.—Yes, to both points, but not recently.

Q.—How did you find the navigation of the Chesapeake and Delaware Bay ?

A.—We depend upon the pilots and lead.

Q.—Is there a great difference in the navigation of those two bays as compared with the St Lawrence ?

A.—Yes, very much easier.

Q.—In your opinion is it easier or worse to enter into New York or
20 Boston than Philadelphia or Baltimore ?

A.—Much easier to enter into New York or Boston.

Q.—You are probably not aware that in surance rates advanced from the 15th of September in periodical jumps every fifteen days until the rate of insurance on your line of vessels rises from something like 45 in midsummer to 1 per cent ; as we understand it, those insurance rates have been fixed in the old sailing days. Now, in your opinion is the navigation of the St Lawrence more difficult during the month of October than in July ?

A.—I think it is much easier towards the fall.

30 Q.—Also during the month of November?

A.—Yes, it is easier on account of less fog.

Q.—You made a reference to the navigation of the Delaware and Chesapeake as compared with New York and Boston, and stated New-York and Boston were much easier of access than the ports of Philadelphia and Baltimore ?

A.—Yes.

Q.—You were asked to compare the St Lawrence navigation with the Chesapeake and Delaware and I think you said the navigation was more difficult in the St Lawrence ?

40 A.—Yes.

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Q.—Is it not a fact that in both those bays, the Delaware and Chesapeake that there are quite a large number of gas buoys aiding navigation?

A.—I have not been in Baltimore for fourteen years but there were one or two there at that time.

Q.—Do you think the navigation of the St Lawrence river would be made easier if we had a larger number of gas buoys at certain points?

A.—As long as it is clear weather it is quite safe; you cannot see gas buoys in thick weather, and we have to go more by the fog signals.

Q.—You would depend more on fog signals than gas buoys?

10 A.—Yes.

Q.—Between Quebec and Montreal you very often approach the port of Montreal at night, and require to put your anchor down?

A.—Yes.

Q.—But if you had a few gas buoys between Montreal and Sorel, would it be possible to make this port after dark?

A.—Yes.

Q.—After you reach Father Point, and get into the pilot ground, do you consider the navigation any worse in the St Lawrence than in the Chesapeake or Delaware?

20 A.—No, just about the same.

Q.—Until you get to Father Point you have lots of sea room?

A.—Yes.

Q.—How wide is the St Lawrence at Father Point?

A.—In some places 40 miles.

Q.—Well, wherein lies the great danger of the St Lawrence as compared with other rivers?

A.—I should say want of fog signals is the principal cause. There is always a certain amount of difficulty, but not as difficult as it is at present if there were more fog signals and the fog signals we have now are quite

30 inadequate.

Q.—Is it not your experience that the currents are very variable in the gulf?

A.—Yes, very variable.

Q.—Is it not a fact that the soundings close in to Heath Point are very uneven?

A.—Yes.

Q.—Is it not a fact that the approaches to the Delaware and Chesapeake Bay and Sandy Hook are very much easier by the lead, than approaching the St Lawrence?

40 A.—Yes.

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Q.—Taking the ten years, how much time do you think you gained, if any, over the Cape Race route by going through Belle Isle ?

A.—I do not think I have gained much by coming by Belle Isle any time.

Q.—Don't you think it is desirable to have a fog signal on every light?

A.—Most undoubtedly.

Q.—Which fog signal would you consider the most general and effective ?

A.—The syren.

10 Q.—Do you think a light on the west end of Orleans Island is necessary ?

A.—It would be a first class thing.
And further deponent saith not.

A. A. URQUHART,
Official Stenographer.

20 DEPOSITION OF CAPTAIN W. D. JONES, OF THE S. S. MONTFORT.

Montreal, 9th October 1900.

Captain W. D. Jones, command of the S. S. "Montfort".

Q.—How long have you been a commander ?

A.—Nine years.

Q.—What port did you sail from this time ?

A.—Liverpool.

30 Q.—What route did you take ?

A.—Belle-Isle.

Q.—Why did you take that route ?

A.—I prefer it at this time of the year.

Q.—Why ?

A.—My experience is you get less fog there than *via* Cape Race.

Q.—You have come in by Cape Race ?

A.—Yes.

Q.—Did you find any difficulties there ?

A.—I would suggest there should be a good fog signal put about port
40 à Basque, to the eastward of Cape Race coming in to the St Lawrence.
There is a light there, but there should be a fog signal also.

Q.—There is a good fog signal at Cape Race ?

A.—Yes, but that is a long way off. Cape Ray I mentioned.

Q.—You think a fog signal at Cape Ray would be an improvement?

A.—Yes, and made stronger.

Q.—It is a steam horn ten seconds each minute ?

A.—It is very weak.

Q.—What about Cape Pine and St Mary ?

A.—There should be a fog signal at Cape Pine.

Q.—You say you prefer the Belle Isle route in the summer time ?

10 A.—Yes, because we meet less fog. I have been four years in the St Lawrence trade.

Q.—What about ice ?

A.—I have seen more ice around Belle Isle than around Cape Race, but the limit is not so far to the East-Ward as it is around Cape Race; you get out of it sooner.

Q.—When you come in south, after you pass Cape Ray, what point do you make for ?

A.—We pass Bird rocks first.

Q.—How are the Bird rocks ?

20 A.—Pretty good.

Q.—Is the fog gun good there ?

A.—Yes, but not often enough.

Q.—After you pass Bird rocks ?

A.—We come to Fame Point ; there should be a stronger light, and a good fog signal.

Q.—And Cape Magdalen, Cape Chat, Martin river, Matane, and Little Metis they have all lights ?

A.—Yes, but I think all the lights should be made stronger, as I do not consider them first class lights.

30 Q.—What about fog signals ?

A.—There should be a fog signal at every light.

Q.—What about Father Point ?

A.—That is all right, only the fog signal is like all the rest of them, not often enough; it should be five minutes at the outside.

Q.—Going back to the entrance of Belle Isle, have you anything to say about that ?

A.—Yes, we want a light and fog signal most necessarily at all those points.

Q.—Now, as you proceed through the straits ?

40 A.—We want a fog signal at Flower Island.

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Q.—Is it not your experience that the north easterly end of Belle Isle is more frequently made in your approaches to the island than the southern end ?

A.—Yes, that is my experience, when there has been any thick weather, and outside of that I have not had observations, because I have invariably made for the northern point.

Q.—Have you ever come in by the northern point ?

A.—No sir, I wait until it clears, and come in south; you cannot see Belle-Isle only on a certain angle, and you have to be well to the south
10 to see it, and on a dark night you cannot see the land, and a light on the north, east point would help you a lot.

Q.—Is it not a fact in coming across, you follow the great circle track ?

A.—Yes.

Q.—And following that, would it not bring you on to the north end of Belle Isle light ?

A.—You would see that light before you would see the other one.

Q.—But even on a clear day, following the course ships generally do, you would not see the lighthouse as it exists at present ?

A.—No, it would be close in and shut out from us.

20 Q.—So you consider another light should be put on the north-west end of Belle Isle ?

A.—Yes, a most important place.

Q.—What reason did the Government give for not placing lights ?

A.—That the technical officers did not consider it necessary, whoever they were

Q.—They also stated that there was a reef outside ?

A.—Yes, but that is lately scratched off the chart as not existing.

Q.—It is all a myth about the Scotsman being lost there ?

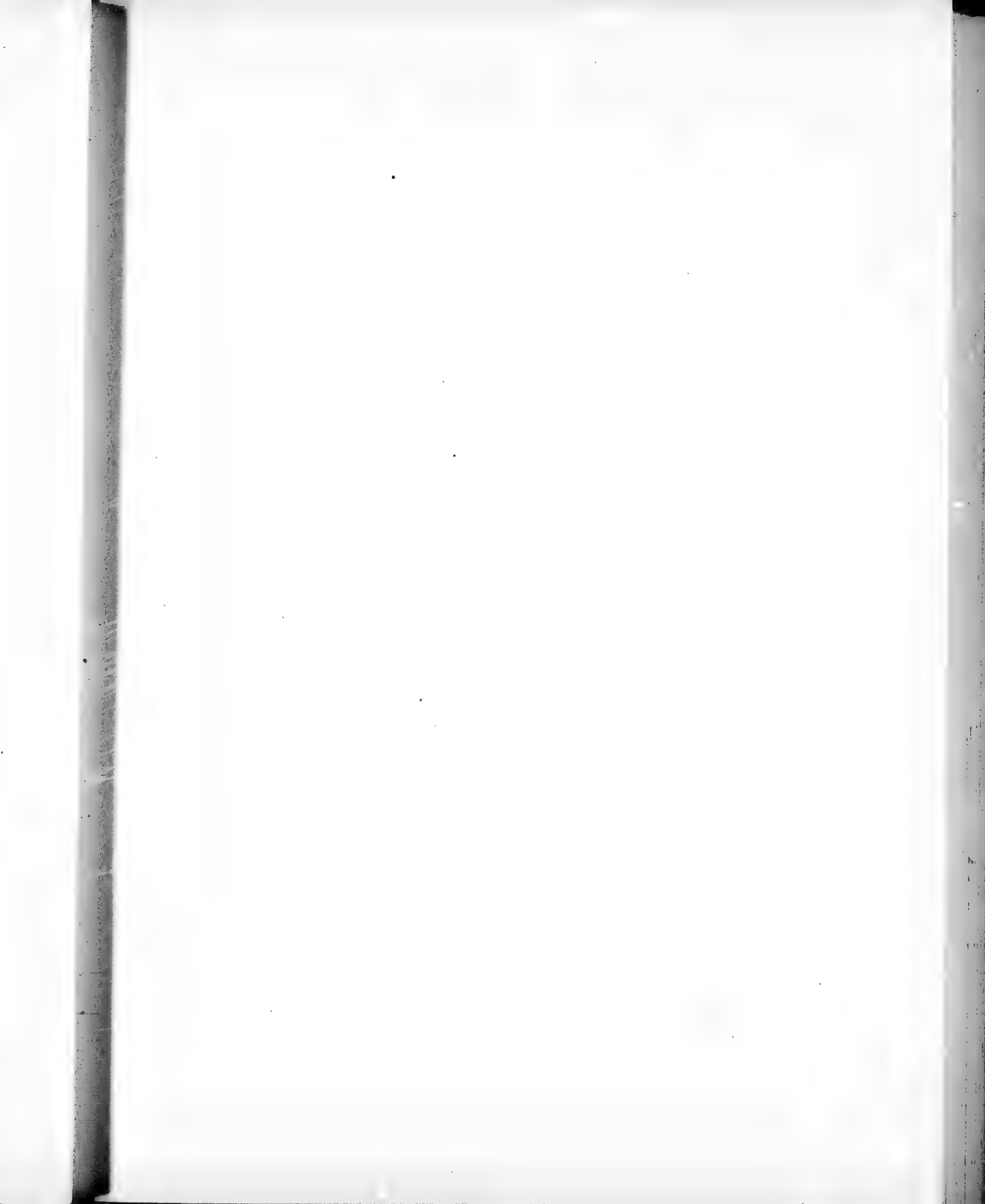
A.—No, indeed it is not, but if there had been a light the Scotsman
30 would have been all right to-day.

Q.—Supposing they put a light there would that reef be more dangerous ?

A.—They could have a red sector or danger sector on that light, to cover that reef.

Q.—You remember the Minister said one reason they did not want to put a light there was because you would be making for that light and running on the reef ?

A.—I do not think so, and they are fetched up there very often, and if they had a light and fog signal it would be a great help to us.



Q.—After you get through the straits, have you any suggestions to make for that part of the Gulf between there and Heath Point ?

A.—It would be very nice to have a fog signal at Point Rich for vessels bound east, as it is more necessary for them than for vessels bound west, at that particular point.

Q.—What about St Mary's Island ?

A.—I think it is necessary to have a light and fog signal there too ; there should not be any light without a fog signal.

Q.—You heard what Captain Vipond said about putting a lightship
10 in twenty fathoms of water off Heath Point ?

A.—I think it is an excellent suggestion.

Q.—How far out would that be from Heath Point ?

A.—About four miles.

Q.—What about East, Captain ?

A.—They might have a lightship about north-east so as to cover both points ; there is a fog signal there, but I have not heard it yet, and I have passed in fog several times.

Q.—What is your opinion about those bombs or fog signals being fired every twenty minutes ?

20 A.—It is not often enough ; it is ridiculous to have it every twenty minutes ; five minutes should be the outside limit.

Q.—You know, of course, that the rates of insurance increase very much after the 1st of October : is it your opinion that the St Lawrence is more dangerous in October than in August ?

A.—Certainly not ; it is easier in October.

Q.—Why ?

A.—Less fog.

Q.—These regulations were made 25 years ago in the days of sailing ships, but the steamers that are running now are, of course, on entirely
30 different thing ?

A.—Yes.

Q.—And the same regulations which were necessary for them are entirely out of place as regards the steamers ?

A.—Yes

Q.—What is your idea about November ?

A.—Even November is easier than the summer time on account of there being less fog, and clearer.

Q.—What about snow storms ?

40 A.—We look for them towards November ; I had snow coming out this time, but I never had it before, and I have gone out late in November and never had it.

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Q.—What are your chances if you get ashore in November in one of those storms ?

A.—Very poor.

Q.—The chances of getting relief in case of stranding are much better at this time of the year ?

A.—Yes, certainly.

Q.—Do you not find the currents there very variable in the gulf ?

A.—Yes; the chart is of little use, so far as currents are concerned.

Q.—Would it not be better to have a hydrographic survey ?

10 A.—I think it would.

Q.—Don't you find the soundings very irregular off Heath Point ?

A.—Yes.

Q.—Don't you find the Chesapeake and Delaware and Sandy Hook easier of approach than the St Lawrence ?

A.—Yes, all of them.

Q.—I think I heard you say you thought it highly necessary to have a fog signal on every light ?

A.—Yes, and there should be no fixed lights in my opinion.

Q.—Do you think it would be an advantage to have a larger number
20 of buoys in the river ?

A.—Yes, gas buoys in preference to spar buoys.

Q.—Take the navigation of the river Mersey, from the Mar light ship into the river, is it in your experience that in the last few years there has been a great improvement in the channel ?

A.—Very great improvement, chiefly through opposition, and the nature of the improvement is by gas buoys on both sides of the channel, and they are distinguished by green and red.

Q.—Take the right hand side of the channel, are the buoys of the same shape ?

30 A.—No, different shapes and colours. Conical shaped buoys on one, and flat topped buoys on the other, with a red color on one side, and black on the other.

Q.—Don't you think the introduction of that system in the St Lawrence would be an aid to navigation ?

A.—Yes

Q.—The buoys between Montreal and Quebec and principally spar buoys ?

A.—Yes, painted on one side black, and red, but you cannot tell the colour.

40 Q.—Take the Contrecoeur channel, could you tell which is the right or left side of the channel from the buoys ?

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A.—No.

Q.—If you had such buoys as are in the Mersey would it not be a great improvement ?

A.—Yes, a great improvement.

Q.—So you would advocate the introduction of buoys of different shapes ?

A.—Yes.

Q.—Then you said you prefer to have gas buoys instead of spar buoys?

A.—Yes.

10 Q.—That is not necessary right through the St. Lawrence, but only at certain points. Would it not be an advantage to have gas buoys at the traverse on both sides of the channel ?

A.—Yes, so as to know exactly the position of the ship, where the channel is, but you cannot tell that now, but have to judge your distance

Q.—In regard to the gas buoys near Montreal and Quebec, Do you think it an advantage to have gas buoys near Montreal, so as to get into Montreal after dark, instead of anchoring down at Sorel ?

A.—I would not like to get into Montréal after dark, but I would like to come up a little nearer than we can, that is on account of the rapids
20 in the St. Lawrence.

Q.—You enter the port of Liverpool at anytime, day or night ?

A.—Yes, and that is 12 miles long.

Q.—Do you think if you had gas buoys from Point aux Trembles in to the harbour of Montreal, you could come into Montreal ?

A.—Yes.

Q.—Is there any more difficulty in coming up the St. Lawrence than going up the Mersey ?

A.—Yes, the channel is more difficult and twisting in the St. Lawrence than in the Mersey.

30 Q.—Did you say you had not the rapids to contend with in the Mersey ?

A.—Yes

Q.—How swift is the tide ?

A.—I have never seen a ship stopped yet in the Mersey, but I have seen them stopped here.

Q.—You are coming up against the current, and have the vessel under control ? What is the difficulty in coming up if you had gas buoys on each side of the channel ?

A.—I do not think there would be any difficulty.

40 Q.—I am only speaking of Point aux Trembles to the harbour of Montreal ?

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A.—I would not like to come during the night but I came once after dusk, and I will not do it again.

Q.—There is a point between Quebec and the Island of Orleans going down, St Valieres, and there is a black buoy opposite that wharf on the south shore Do you think it would be an improvement if that were a gas buoy ?

A.—Yes it, would.

Q.—Have you anything to mark the south shore of the river ?

A.—No, I think they go by guess work.

10 Q.—There was a steamer went ashore there, and they had nothing to guide them from going ashore on the south side ?

A.—No.

Q.—Don't you think a gas buoy down that side would be an improvement ?

A.—Yes, I think it would.

Q.—In approaching Quebec, can you suggest anything to improve the navigation ?

A.—I would suggest having proper leading lights from Point Levis, as Captain Vipond said, those two red lights are of no use on that wharf.

20 Q.—Where would be an advantageous place to put them. On the Island of Orleans ?

A.—Yes, or some of the higher parts of Quebec.

Q.—Would not the same thing affect it as affects the red lights, that is, the number of electric lights ?

A.—I do not think so, as the electric lights that trouble us are around the water, but if on the island of orleans, it would be far better.

Q.—A good light on the west end of Orleans, you think would be an advantage ?

A.—Yes.

30 Q.—Have you navigated the Chesapeake and Delaware ?

A.—No, but I have been there ; I do not think they are any more dangerous than New York or Boston, but New York, it is better lighted up from Sandy Hook and they have gas buoys right up the harbour.

Q.—With the exception of those lights, would you consider the navigation of those bays more dangerous than entering New York ?

A.—No, I do not.

Q.—What water would you like to have between the keel and bottom as a matter of safety, going down the St Lawrence ?

A.—Four or five feet anyway.

40 Q.—What do you think would be the limit of safety ?

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A.—Different ships want more than others.

Q.—A flat floored ship, what would be the minimum of safety 2.18 inches ?

A.—That is a little too close.
And further deponent saith not.

A. A. URQUHART,
Official Stenographer.

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DEPOSITION OF CAPTAIN R. O. JONES, OF S. S. HOMAN.

Montreal, October 9th 1900.

Captain R. O. Jones in command of the steamship " Ottoman ".

Q.—How long have you been in command ?

20 A.—Fove years.

Q.—How long have you been trading in the St Lawrence ?

A.—17 years.

Q.—Principally as chief officer ?

A.—I started as junior and worked my way up

Q.—In leaving Montreal, have you any suggestion to make? Of course the ship would be in charge of the pilot, but have any suggestions to make about the navigation between Montreal and Quebec ?

A.—No sir, except the buoys are poor. I would suggest to have a buoy at Point aux Trembles, that is a gas buoy.

30 Q.—You are strongly of the opinion that there should be a better gas buoy at Point aux Trembles *en bas* ?

A.—Yes, and certainly I would suggest another turning on the west end of Orleans Island, and also a leading light for the St Lawrence point that is half way down Orleans Island.

Q.—Is there any light there now ?

A.—Yes, there is only one there.

Q.—Where do you want it ?

A.—At the west end of Orleans Island, and there should be a gas buoy on the south shore.

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Q.—When you change pilots at Quebec, and proceed, what have you to say as to the channel between Quebec and Father Point ?

A.—No suggestions to make, except to have a gas buoy on the traverse. In turning around the lighthouse it is hard to judge of distance at night and there should be a light on the bank on the north side as you are very apt to give the lighthouse too wide a berth, but the light there is good.

Q.—Proceeding along what have you to say ?

A.—Nothing more to Father Point, as it is properly lighted *en route*.

10 Q.—Well, after you dismiss your pilot, what have you got to say ?

A.—About the fog signals at Father Point, it is absurd to have one every 20 minutes, it should be every five minutes.

Q.—Do you think there should be fog signals at each lighthouse on the way down the St Lawrence ?

A.—Yes, I certainly do.

Q.—What is your opinion as to the light there now ?

A.—I have never experienced any difficulty from Father Point to Fame Point, except with the fog signals, that is one of them during a fog but of course in clear weather, you can see the lights, but I would not say
20 that they are first class lights, as I think they might be improved.

Q.—What distance can you see these lights ?

A.—Well, lights at different altitudes, different distances ; it depends on the height of the light ; Fame Point light you ought to see twenty miles, but I do not suppose you can see it that distance unless it is a very clear night.

Q.—You consider that the most important point in coming into the St Lawrence ?

A.—Yes, one of them.

Q.—Is not that the point you steer for when you get around Heath
30 Point ?

A.—Yes sir, it is one of the turning points, and there should be a good light there, and fog signal too.

Q.—Well, of course taking the southern route in going out, you keep along ways south of Anticosti ?

A.—Yes, we do not go near Anticosti but I should say 25 or 30 miles off Anticosti.

Q.—In proceeding down, have you every aid to navigation you want there, or do you think it might be improved ?

A.—I should think a fog signal at Port à Basque would be a good
40 thing.

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Q.—What about Cape Ray ?

A.—There is one there, but a very poor one, and I would recommend a stronger one at Port a Basque.

Q.—As you proceed along past Cape St Mary and Cape Pine, is there anything wrong there ?

A.—I would suggest a fog signal at Cape Pine.

Q.—Now about Belle Isle. What about Anticosti. Is everything right there ?

A.—Well, I quite agree with Captain Vipond about having a light-
10 ship in 20 fathoms of water.

Q.—About gas buoys off south point, what do you think ?

A.—Yes, there should be one there, as that is where the Idaho went ashore.

Q.—Have you ever experienced trouble in getting around Heath Point on account of soundings ?

A.—There are good soundings there, still, it would be a great help to have a light there, as one would have more confidence in approaching the lightship.

Q.—How do you find the soundings there as compared with the chart?

20 A.—Very irregular.

Q.—After you pass Heath Point, and your new lighthouse in 20 fathoms of water, what have you to say ?

A.—It has been suggested a light would be a benefit on St Mary's Island, and it would, but St Mary's Island we pass a good distance off, still it is possible for a ship to get out of its course.

Q.—Would you recommend a fog signal at Point Rich ?

A.—Yes sir, at every lighthouse.

Q.—When you get to the entrance of the straits, what have you to say?

A.—It is all right there; there is a signal at Point d'Amour, and I
30 would strongly recommend a fog signal at every lighthouse.

Q.—Well then, there is nothing until you get outside the straits ?

A.—No, sir.

Q.—You have been accustomed to the straits ?

A.—Yes sir, for 16 years.

Q.—Do you consider the straits more dangerous than the southern route ?

A.—Yes.

Q.—Why ?

A.—Mostly on account of the soundings, and also more ice.

40 Q.—Is there more ice up north ?

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A.—That is my experience, although the ice track is shorter, still, you meet with a great deal more ice, and I think the currents are more rapid up there

Q.—Do you think there is any more danger for a careful navigator who has his wits about him ?

A.—Yes, I think it is easier and safer around by the south

Q.—If you were leaving Liverpool to-morrow with 500 passengers, with no instructions from your owners, and you were expected to get to Montreal as quick as possible without running danger, what route would you take, with your 17 years experience ?

10 A.—If she was my own ship I would go south by Cape Race, because I think it is less dangerous.

Q.—Is it not shorter ?

A.—It is through the straits.

Q.—What about fog up there as compared with south ?

A.—I dare say you might have less fog.

Q.—Take the average years, do you think there is anything gained by using the Belle Isle route ?

20 A.—You might gain a little, but I do not think you would gain much unless one would take a great deal of risk of running in fog.

Q.—Has it not been your experience that you have found better water north than south, particularly in the fall ?

A.—Yes.

Q.—Supposing you were coming from Liverpool by the straits, is the lighting everything you would desire on Belle Isle ?

A.—Yes, fairly good.

Q.—Would you suggest any improvement ?

A.—The Belle Isle light is all right, but you can only see it at a certain angle.

30 Q.—You have heard the other Captains who have been examined, state that they were practically in favor of a light and fog signal on the north-east end of Belle-Isle, what do you think of that ?

A.—I think it is a very good thing, and should have been there long ago.

Q.—Do you think the St Lawrence is more dangerous in October or November than in August ?

A.—No sir, we get better weather then and less fog.

Q.—It is pretty bad in August ?

A.—Sometimes.

40 Q.—Do you think the insurance companies should charge 2 or 3 times as much in October as they do in August ?

A.—No, I do not.

Q.—Do you think that a proper hydrographic survey of the gulf of St Lawrence such as conducted by the Washington Government, would be of great assistance in navigating the gulf?

A.—Yes.

Q.—Have you navigated the Delaware and Chesapeake and approached Sandy Hook?

A.—No, sir.

Q.—In your experience, have you not made the north-east end of
10 Belle Isle more frequently than the southern end?

A.—Yes.

Q.—You have already said a survey would be beneficial as the currents are variable?

A.—Yes, in approaching Belle Isle the great circle track, especially from the north of Ireland takes you pretty close to the north end of the island.

Q.—Then you think it is very necessary to have a light there?

A.—Yes.

Q.—I think you said you considered it important to have a fog signal
20 at every lighthouse?

A.—Yes.

Q.—What would you consider the minimum of safety as regards the depth of water in the channel and the draft of your ship going down the channel from Montreal. How much do you think it necessary to have in order to ensure safety for a ship of your size?

A.—Fourteen or fifteen inches at least.

And further deponent saith not.

A. A. URQUHART,
Official Stenographer.

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DEPOSITION OF CAPTAIN J. BRODIE, OF THE S. S. "SARMATIAN".

Montreal, October 9th 1900.

Captain J. Brodie, in command of S. S. Sarmatian.

Q.—How long have you been in command?

40 A.—Ten years, eight years in the St Lawrence.

Q.—What port did you sail from this time ?

A.—Glasgow.

Q.—What route did you take ?

A.—Belle Isle.

Q.—Why did you take Belle Isle ?

A.—Because it is the shortest.

Q.—Quite satisfactory to you ?

A.—Yes, it is the shortest route.

Q.—How long have you been in the St Lawrence trade ?

A.—Off and on 22 years.

10 Q.—What have you to say about the approaches to Belle Isle from the East ward ? I everything satisfactory as regards lighting ?

A.—No, sir.

Q.—What would you suggest ?

A.—I would suggest first, that more powerful and penetrating lights are erected on Belle Isle.

Q.—Is it not a fact that the lights are everything that could be desired when you approach them ?

A.—No sir, they have not got penetrating power. Sometimes, you will see Belle Isle light 30 miles, other times, when the atmosphere was very humid, you would not see it three miles, but with an ordinary high class
20 light, it would penetrate through that state of atmosphere a little more than a couple of miles, and I think that light would bear improvement.

Q.—What do you say about a light on the North East end ?

A.—It would be advisable, although coming strictly on the great circle, it takes Belle Isle light but coming exactly on that circle it will cut off the view at seven miles distance.

Q.—What have you to say about the navigation of the straits ?

A.—The straits are difficult to navigate in my opinion.

Q.—Have not you soundings ?

30 A.—Yes, and a very good chart.

Q.—Have not you an anchorage ground ?

A.—No, not very good, unless you try to come in too close; there are two banks given on this survey if you are caught, but for my own part I would not attempt to go into the straits of Belle Isle without I could see things, but caught as I have been this last voyage, I got past Cape Norman two and a half miles, and I though I heard the fog signals, but it was imagination.

Q.—You really never anchored in the straits ?

40 A.—No sir, it is a thing I do not want to do, but this ship I am in has done it, although she lost her anchor in 34 fathoms of water, but it is the last resort.

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Q.—Is there anything you would suggest there ?

A.—I would suggest a fog signal, half way between Flower ledge and Cape Norman, on the Newfoundland side and the light that is erected there, is only a twelve mile light, on Flower ledge, and the light at Point d'Amour is not good, as they are not penetrating, and the only lights I can speak of are the two French lights at St Pierre and Miquelon.

Q.—Now, you start for Heath Point, what then ?

A.—It is a long stretch from Point d'Amour to Heath Point, about 248 miles, and there is nothing else to go by, only the ledge ; and the
10 soundings, after leaving Greenlay Island are not very good, as sometimes you strike in a hole and the next will be twenty fathoms of water, and I would suggest that a good survey in the gulf and soundings between Greenlay Island and Cape Ray would be a good thing. I discovered two years ago a patch of seventeen fathoms in the track of the ships, which I reported to the Hydrographic survey, and it is marked on the last survey.

Q.—St Mary's Island was suggested by some of the Captain's, as desirable to have a light there, what do you think about that ?

A.—If a light was put there my opinion is a light would be necessary on the Cormorant rocks. I think to put a light on the St Mary's rocks
20 would tempt people to go in too far whereas it is a dangerous coast, but I would approve of a lightship or something off Heath Point.

Q.—Is it not a fact that the current sets you in ?

A.—Sometimes it does, and sometimes it sets on the opposite side. If there was a good lightship and fog signals off Heath Point, it would be a guide to turn around that point.

Q.—You go in south by Cape Race ?

A.—Yes.

Q.—Which route do you prefer ?

A.—I prefer south.

30 Q.—Why ?

A.—Looking at it from a seaman's point of view, I have more sea room; I have the ocean on one side and land on the other. When I come in by Belle Isle, I am, as it were, going into a gateway. No sensible man can go through Belle Isle without seeing his way.

Q.—Have you any suggestions to make about the coast lighting ?

A.—Cape Race has not a light that is up to the mark; it has not a penetrating power at all; Cape Pine has got great altitude and will show on a clear night, but what we want are powerful lights, and as a rule we do not get very clear nights or days there as the atmosphere is nearly al
40 ways humid.

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Q.—Can you get such lights ?

A.—Yes, we have them at home. In entering the north channel Torrey has only got 130 feet of an altitude above high water mark, and Renney a little more, and that will show 26 miles in an ordinary humid atmosphere, and it is harder to see a light on the coast of Great Britain than here.

Q.—After you leave Gape Race ?

A.—I would recommend good fog signal on Cape Pine, but there has not got to be too many lights, as they interfere one with another. Then
10 the next turning point is the St Pierre Miquelon Islands; then Cape Ray, which has a very poor light. At Port a Basque I do not care to go in around those corners, and I would have fog signals at Cape Ray, and a good one, as the rocks project three miles outside the land.

Q.—And then you come to Bird Rocks ?

A.—Yes, and that light is a very poor one. We require fog signals wherever the lights are, except at the Gaspé coast, because if they are too close, you are liable to mistake one for the other, but I would recommend a powerful light and fog signal at Fame Point.

Q.—If the fog signals alternate the same as the lights do, you could
20 not mistake one for the other ?

A.—Yes sir, but if you are at a radius from those fog signals, it is a difficult matter to count the number of blasts. It goes up to three for the greatest number, and you may be close to them and not be able to count them.

Q.—You could approach it ?

A.—But event independent of that, I have seen when you would approach a fog signal, in some cases you would not hear it, but go another mile off it and you would hear it quite distinctly.

Q.—What would you suggest between Fame Point and Father Point?

30 Are the lights up to the mark ?

A.—No sir, they want more powerful lights, and I would have a fog signal at Cape Chat, and another good one at Father Point, and the lights right along increased in power.

Q.—You do not consider the existing cotton booms sufficient ?

A.—No sir, you would have to stop the ship in order to listen for one in twenty minutes,

Q.—Do you think the St Lawrence more difficult of navigation in the months of October and November than in August ?

A.—Some parts of it, for example the straits of Belle Isle in the beginning of October, going from here I might have good weather to Heath
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Point with the wind westward, but, when I get half way up the wind changes, and snow comes on, and I cannot go through.

Q.—You say early in October ?

A.—Yes sir, and I have had snow on the 25th of September and the land all covered with it.

Q.—Then the day marks would be obliterated ?

A.—In that case, I would not look for day marks.

Q.—You could not see them if you would ?

A.—I would see them all over snow, but if it was snowing at the 10 time, I simply could not go.

Q.—Which route would you use if you sailed to-morrow ?

A.—I will be instructed on that point, but if I was going on my own account, I would go south for a safety.

Q.—What about the river between Father Point and Quebec ?

A.—I find no fault, excepting what has been said about Point Levis. I would suggest that two lights be placed at the west end of Orleans Island, leading lights for Quebec Harbour.

Q.—Are there any suggestions you would like to make with regard to the navigation of the river between here and Father Point ?

20 A.—No, I must admit my ignorance of it, as I never took much interest in that.

Q.—How do you find the pilots, as a class, that you use ?

A.—Pretty good men.

Q.—Have you ever had occasion to test them in cases of emergency or extreme danger ?

A.—Well, I have seen them get into a flutter occasionally.

Q.—On slight provocation ?

A.—No, but that is some years ago that I refer to.

Q.—Do they keep cool in a tight place ?

30 A.—It is an admitted fact that Frenchmen and the Latin race all over, are excitable people, but that is no fault of the men to get excited. I would not say losing their head, but getting a little excited.

Q.—Do you think proper hydrographic surveys in the gulf would be of assistance to navigation ?

A.—Yes, of great assistance. There was a new survey in 1898 by two of Her Majesty's ships, and if the inside of the gulf was equal to that, I think it would be a great help to the navigation of the gulf of the St Lawrence.

40 Q.—You remarked that the light at Cape Race could be improved, and you also mentioned about the St Pierre Miquelon lights. Is that French light much better than the others ?

A.—Yes, much better than any lights we have on the Canadian coast.

Q.—You can see them much farther ?

A.—Yes, in hazy weather ; the other lights have more of an altitude and when the atmosphere is in a half humid state, you cannot see the lights at their full range, but those two French lights in my opinion are far ahead of the other lights in the St Lawrence.

Q.—How do the American lights compare with our lights ?

A.—They are better than our lights, and so are the English lights, because the system of the American lights has been greatly improved.
10 Going into Boston Bay they are all active lights, and they flash the number, and you cannot make a mistake, and they have a good penetrating power, and the same holds good when entering the Delaware as well.

Q.—You state that the Canadian lights as a whole are inferior to the French lights, American lights and English lights ?

A.—Yes.

Q.—The French lights are under the Government of France ?

A.—I do not know, but I know that they are the best lights in the world.

Q.—The American lights of recent years have improved very much ?

20 A.—Yes, on the French system, and the English lights have also improved, but not up to a standard of the French system. We have some lights on the British coast superior in power, that is, individual lights, but not of the same action.

Q.—Do you agree that the St Lawrence navigation is more difficult than English navigation ?

A.—Yes sir, I do.

Q.—Do you consider it is imperative that these lights up the St Lawrence should be as good as the English, taking it right through ?

A.—Yes.

30 Q.—You think that there is room for vast improvement around Newfoundland and the St Lawrence ?

A.—Yes.

Q.—Do you know of any lights that are as poor as ours on any coast line ?

A.—I will say that the lights on this coast are inferior to our lights on the British coast.

Q.—Would you rather navigate Belle Isle in fog than in a snow storm ?

A.—That is jumping out of the frying pan into the fire, I do not see that there is any preference.

40 With a snow storm you have this disadvantage, that you have, as a

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rule, a strong wind which would not enable you to hear a fog signal very well, but you have a little advantage the other way in seeing the light through a gap, which you would not through a fog, so putting them altogether one is black as the other.

Q.—You have navigated the Delaware and Chesapeake and approaches to Soudy Hook ?

A.—Yes, but not recently.

Q.—Don't you think it is much easier to approach those points by the lead than the St Lawrence ?

10 A.—Yes, as it is a more uniform bottom.

Q.—Don't you think if the pilots had active sea service they would be much better qualified to handle the steamers in the river, that is, if they were to graduate as officers ?

A.—I do not know that, but the Master is generally there. Speaking personally, if I am not on the brige, it is only for a short interval; in the working of ships all pilots know how to port and starboard and steady the helm, and there is always an officer standing by. If you refer to the working of an engine

20 Q.—I refer to the necessity of having a pilot trained to exercise his calm judgment in moments of emergency ? The officer on the steamer is virtually in command when on the bridge, now would not these qualifications learned by actual charge when on the bridge, enable a man to more properly fill the functions of pilot ? Would not active sea service benefit the pilots, that is, as master or officer ?

A.—I have no doubt it would but when he would get Master, if he was as old as I am (about 60) he would not be much fit for a pilot.

Q.—But a man might easily qualify for a pilot at 21 ?

A.—It is also a fact when pilots are appointed they are 24 or 25, and if they get Masters before then, they are pretty lucky.

30 Q.—What do you consider should be the least depth of water between your keel and bottom, if going down the river on a big vessel ?

A.—I am not able to judge, unless I knew how many boulders there were between here and Quebec.

Q.—The spring freshets bring them down, and I would like you to answer the question ?

A.—Going down the St Lawrence in my experience, it is not in the places that we anticipate are shallow that we touch, so it would be a difficult matter for me to tell how much I would like under the ship's bottom, to go over boulders, but if you take a line over the top of the sup-

40 posed boulder I would say 15 or 18 inches.

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Q.—If ther were twenty seven feet six inches in the channel, you would not consider it safe to load your ship more than 26 feet ?

A.—Yes, about that.

And further deponent saith not.

A. A. URQUHART,

Official Stenographer.

10

DEPOSITION OF CAPTAIN JAMES DINGALL OF S. S "ASSYRIAN"

Captain James Dingall, commander of the S. S. Assyrian, who, being examined, deposes and says :

EXAMINED BY MR. TORRANCE.

20

Q.—What is your name, Captain ?

A.—James Dingall.

Q.—What ship do you command ?

A.—The Assyrian.

Q.—Where do you sail from ?

A.—Antwerp.

Q.—What route do you take ?

A.—Cape Race.

Q.—Why do you chose Cape Race ?

30

A.—Well, I think Cape Race is the safest.

Q.—Is it the shortest on your voyage from Antwerp ?

A.—No sir, it is a matter of forty or fifty miles difference.

Q.—Why do you think it the safest ?

A.—I have more sea room there and in case of a big fog, coming into Belle Isle, we would not approach Belle Isle in a fog ; coming by Cape Race, we can ; we have better soundings there.

Q.—Are the lights and signals on that route all that are to be desired?

A.—No, sir.

Q.—Where have you noticed an improvement would be advisable ?

40

A.—On Cape Race.

Q.—What is the matter there ?

A.—Well, the fog signal is no good ; you sometimes cannot tell the signal from the steamer's whistle.

Q.—There is a fog signal there ten seconds every minute?

A.—Yes.

Q.—It is practically useless ?

A.—Yes, worse than useless, because a person would be apt to take it for a steamboat's whistle ; it is quite possible for us in a fog to port, and give the signal that we are porting for another steamer ; the consequence
10 is in a few minutes you will find yourself on the rocks ; this is worse than useless I think from what I have heard of it.

Q.—Do you try to come as near Cape Race as possible ?

A.—We come in to get reported, if it is clear.

Q.—After you pass Cape Race, what about Cape Pine, Cape St. Mary ?

A.—There is a good fog signal wanted on Cape Pine.

Q.—After you pass Cape St. Mary, you pass St Pierre Miquelon ?

A.—Yes, there should be a good fog signal there. I never heard that one.

Q.—Those are French lights, we have nothing to do with them, but
20 the lights are first class there ?

A.—Yes, the best lights on the coast.

Q.—You pass Bird Rocks ?

A.—We pass Cape Ray ; that signal is the same. I passed them both this time in a fog and I heard them both and they are just the same ; you would take them for a steamboat.

BY MR. CAMPBELL :

Q.—It is a revolving light on Cape Ray ?

30 A.—Yes.

Q.—You never take the time of the revolutions ?

A.—White every twenty seconds.

Q.—You never did it, I suppose ?

A.—No

Q.—Did you take the time of any of these lights ?

A.—Those that we have any doubt about.

Q.—Is it very frequent that you notice it not according to the chart?

A.—Yes, very often there.

Q.—You never log that, do you ?

40 A.—No.

Q.—Would you log a light,suppose for instance you are passing Cape Ray and you are passing pretty close and the light was not burning,would you log ?

A.—No, but we would report it.

Q.—You generally report it ?

A.—Yes.

Q.—Don't you think it ought to be in every case reported when the light is not burning ?

A.—Oh certainly.

10 Q.—What about Port Abasca ?

A.—I have seen the red light there at different times but if there is a good light on Cape Ray and a good fog signal,I don't see that it is necessary.

Q.—Well then, after you pass Port Abasca, you come to Bird Rocks, don't you ?

A.—Yes.

Q.—Is that alright ?

A.—No,sir,the light there should be a proper revolving light instead of a fixed light ; there ought to be no fixed lights in these days ; revolving or flashing or red revolving lights ; we have them on our coast,red
20 revolving, we can see it at a long distance.

BY MR. HARLING :

Q.—That is to make the light distinctive so as to be quite sure not to mistake it for an other steamer's lights ?

A.—Yes,there are so many fixed lights now and those steamers carry good lights ; we can distinguish them from Bird Rocks of course, in clear weather and good daytime at a long distance.

Q.—It is a very good light ?

30 A.—Yes,it is a very good light ; five minutes is long enough for Bird Rocks because in going in there you are a long distance from any other place ; you are seventy five miles from Cape Ray.

Q.—After you pass the Bird Rocks what point do you make for ?

A.—Fame Point.

Q.—How is that ?

A.—The light might be better in there, fog signals I have not heard
any.

Q.—You think the light might be improved there ?

A.—All the lights on that Coast might be improved there right up to
40 Father Point.

Q.—Are you of the opinion that wherever there is a light there should be a fog signal ?

A.—Yes, sir.

Q.—Well then, have you anything to say between Fame Point and Father Point except the improvement of the lights ?

A.—Yes sir, there should be a fog signal wherever there is a light especially on Metis, I think there should be a fog signal there because it is a little turning point.

Q.—What about Matane ; there is a shoal there ?

10 A.—Yes.

Q.—What about that buoy there that indicates the shoal, is it large enough, or too small ; is it very easily seen ?

A.—Not very easily ; they are smaller buoys than the one on Fame Point.

Q.—And there should be a larger buoy at Matane ?

A.—Yes.

BY CAPTAIN REID :

20 Q.—Would it be well to recommend a perch buoy there ?

A.—A gas buoy. That is close in ; you do not get in a fog, you would not be in there in a fog ; it is well into the land. I would have to be close to it to hear it.

BY MR. TORRANCE.

Q.—What have you to say about the pilots between Father Point and Quebec, are they perfectly satisfactory to you ?

A.—We have very good pilots.

30 Q.—Nothing to complain of ?

A.—We have our own pilot, he is a very good pilot.

Q.—Do you think he is as good as on the other side of the water ?

A.—We meet with different men in every part of the world. If they get into a tight corner, they get very much excited, more so than an Englishman. My experience on the St Lawrence has been very favorable.

Q.—You never saw them on board drunk ?

A.—I would not have them.

Q.—Or under the influence of liquor ?

A.—No, sir.

40 Q.—If they came aboard at Father Point, under the influence of liquor what would you do ?

A.—I would not take a man drunk out of the schooner, I would not put the ladder down to him. I am a lifelong teetotaler, and I get hold of these things pretty quick perhaps I am a little quick in detecting that.

Q.—Your experience of the pilots between Quebec and Father Point is satisfactory ?

A.—Yes sir. The fog signal at Father Point is not at all satisfactory, I went down last time in a fog and we were in about eight fathoms of water before we heard it at all, and then we heard it on the port bow; we started again, and by-and-by we heard it on the starboard bow, because there is twenty minutes interval.

Q.—I think you stated a few minutes ago that at these points it is preposterous to have an interval of twenty minutes; it should not be over five ?

A.—Yes, at Father Point particularly, because it is a place we have to run for, coming in the Saint Lawrence and leaving.

BY MR ALLAN:

Q.—Well, Fame Point is the same ?

20 A.—We are not bound to go in so close to Fame Point.

BY MR CAMPBELL:

Q.—Of course there is no shallow water from Father Point there is pretty deep water there ?

A.—We have to go in about a mile, or a mile and a half. I think there should be the best possible fog signals put on that coast.

Q.—Now, Captain, what have you to say between Father Point and Quebec as to the river; have you any suggestions to make ?

A.—I should think there should be gas buoys in the Traverse.

30 Q.—Are there not gas buoys there ?

A.—There is one

Q.—There is a very fine lighthouse there ?

A.—Yes. I went down there the last time, and could not see the light-house or anything else; we turned around, and just as we turned around there came a dense fog; we were bound to go on. There was more risk in running down because the ship was running through.

Q.—Gas buoys are absolutely necessary in the lower Traverse ?

Witness:—On both sides should you say ?

A.—I should say so, yes.

40 Q.—What about the Island of Orleans ?

A.—There should be a light on the west end.

Q.—A leading light on the west end ?

A.—Yes, and also a good gas buoy opposite St. Laurent on the shore.

Q.—A gas buoy instead of a black can buoy ?

A.—Yes.

Q.—How about the buoying of the river between Montreal and Quebec ; do you think there could be some improvement made as to the spire buoys ?

A.—Yes, we cannot make them out ; when the sun dries the water
10 up in the summer time, they dry up brown ; you cannot tell whether they are red or black, if they are only recently painted, the dirty water dries on that black paint.

Q.—They are the same shape ?

A.—Spire buoys are deceptive wherever they are.

Q.—Do you not think they should be distinctive on the starboard and port side ?

A.—Yes.

By Captain Reid.

20 Q.—Have you anything to say with regard to the hydrographic surveying and charting of the navigation to and from the Saint Lawrence in any part of it ?

A.—I think it will be a great benefit.

Q.—Is there any place where it is particularly defective on your chart ; do you find the soundings taken agree with your chart ?

A.—They correspond pretty well outside. I have not taken many inside, only abreast of Bird Rock, I sounded it then, that is coming up and down.

30 Q.—But you are of opinion that hydrographic surveying should be continued ?

A.—Of course.

Q.—You have a new patent sounding machine ?

A.—Yes.

By Captain Reilly :

Q.—Then you find the current very variable in the gulf ?

A.—Yes.

40 Q.—And the currents, as marked on the chart, are of very little help to you ?

A.—Very little.

Q.—Have you been in the habit of trading to Baltimore, Philadelphia or New-York ?

A.—Some years ago, yes.

Q.—Did you find the approaches very difficult to find with the lead that is to say Belle Isle and Cape Race ?

A.—Yes, Belle Isle, because the water is very deep.

Q.—Now, I think you have said that in your opinion the lights along this coast were generally poor ?

10 A.—Yes.

Q.—The pilot of whom you have spoken so nicely is a selected man ?

A.—Yes.

Q.—Especially selected for your vessel ?

A.—Yes.

Q.—So you can only speak of him, and not of the pilots generally ?

A.—Yes. The light on Point aux Trembles is very poor, the gas buoy.

Q.—Going into Antwerp you find the channel very well lit, well buoyed ?

20 A.—Yes, better than the Saint Lawrence ; they are leading lights from Flushing to Antwerp. The pilot has a guide, two lights in the whole fifty miles ; we go up by night ; it is as crooked as it possibly can be. There is one place there in a heavy ship they are obliged to stop the engines, before they can turn around. A place called Batts is where the most difficulty is.

Q.—Why do you stop to do that, in consequence of the place being well lit ?

A.—Yes.

Q.—Is there much current there ?

30 A.—Yes very strong, and there are strong tides off the lightships in the North Sea, as far as Antwerp, they have splendid fog signals. Of course as a rule when it is foggy, it is calm, but you can hear the fog signals five miles from the lightships. On two voyages we went right up through the fog run direct for the west shore.

Q.—Would you take a note and see if you can get a chart from Flushing, showing the lights on the borders, will you do so ?

A.—Yes.

BY MR TORRANCE :

40 Q.—Have you ever come up Belle Isle ?

A.—Yes sir, two or three times, not in command. I have only been in command one voyage this summer. I was in command last summer at their voyage out in the spring, and I took command again this Christmas

Q.—As chief officer ?

A.—Yes.

Q.—Did you ever notice the route particularly ?

A.—There is that point that I am speaking of now.

Q.—But we are talking of the approach to Belle Isle ?

A.—The approach to Belle Isle is very bad. I would not go that road,
10 myself, unless I was compelled to. Our company does not compel us to go through Belle Isle ; we just please ourselves.

Q.—But you prefer the Cape Race route ?

A.—Yes ; of course I have only been through Belle Isle about two voyages.

Q.—Do you not think if there was a powerful light on the north side of Belle Isle it would be an improvement ?

A.—Yes, the fog signal is an improvement to the one that was there ; but it is a gun ; we got in there last summer in a dense fog, and we heard the gun ; we had not any notice of the alteration. I stopped dead ; as soon
20 as the fog cleared up, we found it was Belle Isle.

Q.—Why do you dislike Belle Isle ?

A.—Well, I do not see why we should go through Belle Isle when we are liable to run into so much ice. We are liable to run into ice and fog.

Q.—Are not you liable to run into ice south ?

A.—Not so many icebergs.

Q.—You come from Antwerp ?

A.—Yes.

Q.—It is just as convenient for you to go south as north ?

A.—The difference is only about fifty miles. I came down there last
30 summer and had to stop off all night outside of Belle Isle in a dense fog. We stopped at eight in the evening until about five-thirty next morning.

Q.—Have you had much fog this year ?

A.—Yes.

Q.—This time you came through the straits ?

A.—No.

Q.—You came south this time ?

A.—We came through Cape Race all summer.

Q.—Last summer you came north ?

A.—Yes, but I was not in command.
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BY MAJOR BOND :

Q.—What is your opinion as to the danger whether you would consider a fog or snowstorm in the gulf more dangerous ?

A.—I do not think there is much to choose between the two.
And further deponent saith not.

J C. HORLEY,
Official Stenographer.

10

DEPOSITION OF CAPTAIN HORACE W. GOULD,
OF S S. " LOUISBURG ".

Horace W. Gould, captain of the Steamer Louisburg.

20

EXAMINED BY MR TORRANCE.

Q.—What is your first name, Captain ?

A.—Horace W.

Q.—What steamer do you command ?

A.—The Louisburg.

Q.—Where does she trade to ?

A.—Between Sydney and Montreal.

Q.—How long have you been in the Saint Lawrence trade ?

A.—Since 1884.

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Q.—That is sixteen years ?

A.—Yes, that is in summer.

Q.—In command ?

A.—No, in command since 1887.

Q.—Are you a Canadian, Captain ?

A.—Yes.

Q.—Captain, we are trying to get information as to the necessary improvements on the Saint Lawrence, to make it as safe as any other port, and we would like to know what you would suggest between Sydney and Montreal or Quebec, or Father Point, or Saint Johns, Newfoundland ; is everything *couteur de rose* just as you would like to have it, is everything right ?

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A.—No, I would like to see some improvements in the lights. I think that—I do not know—I have not thought the matter over much. It suits us very well, the business from Sydney to Saint Johns I do not know where we can put any lights, until we reach Low Point.

Q.—What about fog signals ?

A.—There is no signal there.

Q.—Would not you like to have one there ?

A.—Yes, there is no signal there or on Cape Saint Laurent.

Q.—Do you think we should have fog signal son both places ?

10 A.—Yes, especially wherever there is so much indraught as there. We very often find that going down there the weather commences thick ; going down to Saint Johns, we find a great indraught, and I have passed Cape Saint Maurice and made it, but I did not expect to see it. If there had been a fog signal there, I would have heard it before.

Q.—How far off can you hear the fog signals ?

A.—That one at Cape Race—you cannot hear that one it is according to where you are and how the weather is. If you are bound to the westward, and you are coming eastward, you do not hear the fog signal well to the westward at Cape Race at all.

20 Q.—Could not they be improved ?

A.—Yes, by having one at Cape Pine.

Q.—Do you think the fog signal at Cape Race itself could be improved ?

A.—It is now improved. I have heard it a long way off.

Q.—Would a siren be better ?

A.—I do not know, probably it would. I think probably a siren would be best at Cape Race, because a siren might send the sound further away. Cape Pine is a point where you can hear from neither side.

Q.—Is it impossible to mistake it for a steamship whistle ?

30 A.—Oh no, I think not, if you pay attention. There are different ways of regulating this—a high and a low sound at Cape Race. I never took it for a steamship whistle.

Q.—Might not a stranger who was not so well accustomed to the sound as you, mistake it for a steamer ?

A.—I do not think so, though you must remember that in a thick fog it sometimes sounds very peculiar but by hearing Cape Race whistle as it is now we cannot mistake it. The next fog signal we have is on St Pierre, and though we very seldom hear it, we get long there very well. The next place we require a fog signal, I should think, is Low Point. There is a small whistle down there, which you cannot hear. It is

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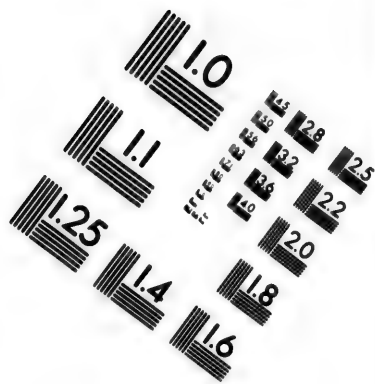
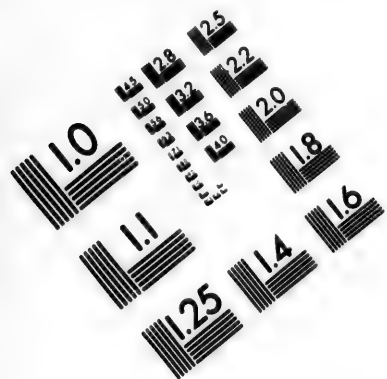
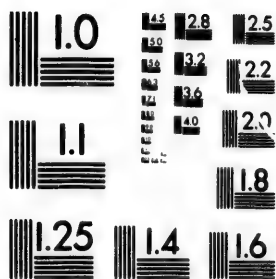


IMAGE EVALUATION TEST TARGET (MT-3)



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a good distance off, it is put there with the buoys running around Bombray Head. I have been talking to the men down there, and they suggested that it be shifted to Madore Point. It is very little use to us. We have been coming in and going out, and do not hear that at all.

Q.—You would suggest a good new one on Low Point ?

A.—Yes, Mr Hutchison has been there, and he agreed that it should be put there ; it would not do any harm to leave it where it is, if it has only a different sound. Then the next place we have any difficulty with is the whistle on Saint Paul's, that it is not heard to the westward island.

10 Q.—What about Cape Ray ?

A.—Cape Ray is a good whistle as far as I know, I never have any trouble with that, and I was thinking of Cape North we should have one ; it is a high land which is frequently covered. We never attempt to hear that one there to the eastward island.

Q.—What would you recommend ?

A.—A fog signal on Cape North ; they have a light on Bird Rock ; it is a fixed light ; it is a very good light, if you can manage to pick it up. That light I think should be even altered to a flashing light. There are fishermen staying there often with a very large light, and it is conflicting. The only
20 thing that leads us to know that it is not Bird Rock is the lead. I think it would be an improvement to have no fixed lights at all, all flashes and all to one, two, or three. It is easier to get that off. It is better to do away with all fixed lights and all red lights ; that red light on Cape Magdalen you have to be near that to determine it. They should all be changed to distinctive flashing lights ? The Gaspé light used to be a red light, and we could never depend on seeing it, since it has been changed we can often see it.

There is another place down there that is very deceptive. Had there been a lighthouse and a fog signal at Bryon Island, at North Magdalen
30 Island, there would never have been an accident there. Many times we are to the southward, and often to north with the setting of the current, expecting to make Bird Rock ahead, and we get past Bryon Island ; but I have frequently gone down. Our course down is South-East by South by South-west, and we have made Bird Rock anywhere from ahead—from four points anyhow.

Q.—You think it would be desirable if the currents should be thoroughly investigated ?

A.—That current has been tried some two or three years ago, but it is the action of the winds that moves these currents—the South-East and
40 South-West winds. We try to get ebb and flow, the rise and fall of the tide

or how the tide is flowing; either of these winds will have a strong action on the current. The only thing that affects us particularly is between Rodgerand Bird Rock, on the way down, and vessels going down from here, going out by Saint Paul, they will find them frequently set to the southward. The strongest part of the current would be between Rodger and that place, but we do not find the current affect us coming up; we can steer through it from Bird Rock, and make land at Fame Point. I think there should be a fog signal at Fame Point, it would be very useful.

Q.—You said just now that wherever there was a light there should be a fog signal?

10 A.—Yes, there are some places, probably Martin River might not need a fog signal, because the land is nearly straight there, but at Cape Magdalen and Fame Point there should be.

Q.—And at Metis?

A.—No, not so much as Matane; coming on the westerly course from Matane we have to watch carefully that the current do not take us into the starboard and set us into Matane. Of course you can go close into Metis. After you get above Matane your course shows more southerly then and it strikes you certainly on the bank at Matane.

20 Q.—There is a black buoy at Matane?

A.—Yes there is a black buoy there, but we always have in the last few years got along all right.

Q.—For strangers coming up a gas buoy would be very useful at Matane?

A.—Yes, gas and bell. There is always more or less current there. That is a very small buoy at Matane anyway.

Q.—It is practically useless?

A.—Yes. A man coming up there that knows it is there can know pretty near where to look for it. In the Saint Lawrence above Bic there is a revolving light, every two minutes, but I think further up the river
30 seems to be well buoyed.

Q.—What about the Traverse?

A.—There is a good light in the Traverse; two good lights; that is a good light that new one they put up there, when they get the other light in the Traverse. I think it will be all right.

Q.—Would you like more gas buoys in the Traverse?

A.—I do not know. We can get along very well without any gas buoys in the Traverse the way we are now, but of course strangers under the pilots do not know so well, especially when the weather gets thick. We know pretty near as much as the pilots themselves.

Q.—Do you take pilots below Quebec ?

A.—We have to. We have one on board all the time.

Q.—How do you find these pilots, as a rule ?

A.—Our men are good men. We have regular men appointed. They are appointed at maturity to run up and down. We have no trouble with our men, if we take *tour de rôle* men.

10 There is another thing just about at the time being at Bic. They are very careless about coming out at Bic to look for a ship, and any time we want a pilot we have generally a great deal of trouble to get a good one. I complained to the pilot board in Quebec several times about them taking it easy. They know the best men are picked out for the ship and they do not care whether a stranger comes up without one or not. One man came up without a pilot, and he had to pay another man and take an apprentice pilot, and he had to pay him and the other pilot also.

Q.—Would it not be better to abolish this and place all the pilots at Father Point ?

20 A.—Yes. They are advocating building a breakwater for a number of years at Father Point. The great trouble with the Quebec business is that the corporation is under the Imperial Government, and they have certain rules and regulations, and they have to follow them up, or they will lose their charter. That is the reason that the pilots in the Saint Lawrence are so different from the others. I have heard that from the pilots themselves that they are chartered by the Imperial Government before Confederation.

Q.—Well Captain, the fog signals that you have down below which you think are not quite up to the mark they are fired at intervals of twenty minutes ?

A.—Yes, that is too long.

Q.—What is your opinion as to the time that should elapse ?

30 A.—It should be five to seven minutes. I should think five minutes and not longer than seven anyway. They have a very good system at Green Island and I saw it on several occasions coming up here. Their time is twenty minutes, and when they hear a vessel they fire every three or four minutes; we know what they are doing it for.

Q.—But strangers do not ?

A.—Yes, the pilots know; they are in pilot waters then.

Q.—What water does your steamer draw when loaded ?

A.—19. 10 to 20 feet.

BY MR HARLING :

Q.—How are the leading lights at Quebec, do you find any trouble there ?

A.—Yes, I do.

Q.—What would you recommend there ?

A.—There are two red lights there., but they are very poor lights. There should be some thing on the west side of Orleans.

Q.—What about Saint Bernard ?

10 A.—Well, we have experienced no difficulty there; we have not experienced any difficulty coming up there with the lights. There was a pilot coming up from Quebec who took the steamer right inside of the Island of Orleans altogether and the Captain, a comparative stranger suggested to the pilot that he was going wrong, and he said : " No. Well he said, "what is that light, over there ? " He pointed to the Montmorency light. The first thing he know he was in the Island of Orleans.

Q.—That man was not altogether right at the time, he was drunk, was he not ?

A.—Yes.

20 Q.—What did they do with him ?

A.—Oh the usual thing, suspended him for a month.

Q.—He was a *tour de rôle* pilot ?

A.—Yes.

Q.—There is a buoy off Matane there ?

A.—Yes.

Q.—Is it pretty good buoy ?

A.—Yes.

BY CAPTAIN REID

30 Q.—With regard to the buoys of the channel between Quebec and Montreal, do you not think there should be less spire and more can and conical buoys ?

A.—The night before last, we did some thing that we never did before but once ; we came up around Cape Loretto after dark.

Q.—Why did you come up ?

A.—We saw the buoys plainly and we thought there was a chance to get along; it was a moonligh night and we came up.

Q.—Of course you were not drawing very much ?

A.—19 11, and it was just the top of high water ?

40 I knew by going up as far as Batiscan or Champlain we would reach here

yesterday afternoon. I had a good pilot to come up with, and I thought we could get up here yesterday, but I suggested to him whether it would not be a good thing to have a few gas buoys in the Cape Loretto channel.

Q.—Would you not recommend gas buoys right up?

A.—Yes, I would.

Q.—If the lake navigation is so important as to require thirty-five gas buoys—we have only two between here and Quebec, and one of them very indifferent?

A.—One of them very poor.

10

BY CAPTAIN REILLY :

Q.—Is it at Pointe aux Trembles that it is poor?

A.—Yes, twenty good gas buoys distributed judiciously between here and Quebec would enable us to navigate this river at any time.

BY MR ALLAN

Q.—How do you find the sounding on your chart?

Witness:—In the gulf?

20

Q.—Yes.

A.—Well, we never get them the same as the chart. The only place the soundings are any good to us in this trade is approaching Sydney Harbor; they are all right there and at Bird Rock, and we know if we are from thirty-five to forty fathoms of water; when we are in less than from thirty-five to forty fathoms of water, we are on the rocks.

Q.—Where do you run in the winter?

A.—To Boston.

Q.—How are the lights there?

30 A.—They are very much better than on the Canadian water. There is no light I think that beats Miles Lights, number 143, and it flashes 143 as regularly as anything. There is no trouble about it, it is just, 1, 2, 3, 4, 1, 2, 3.

Q.—Would you think that would be a good idea in the gulf?

A.—I think in time we will have our lights like that.

Q.—Then our Canadian lights are inferior to the United States lights?

A.—Yes.

Q.—And inferior to the British lights?

A.—Yes, and British lights are inferior to the French lights.

40 Q.—This light on Saint Pierre Miquelon is better than any French lights?

A.—That one on Lambly is a very good one. We do not see very much of these lights, unless we get clear down. That fog signal on Cape St. Francis at Newfoundland can never be heard to the westward.

Q.—How about the Straits of Belle Isle; you hear a good deal from other captains. You know there is a light on the south end of the island of Belle Isle?

A.—There are two lights, a high and a low light.

Q.—A good many captains think it would be very advisable to have a light put on the northwest end of the island?

10 A.—There is no light up there. We have never known any one come through there, unless they were jammed through ice.

Q.—Do you not think it would be advisable to have a light up there?

A.—I should think so.

Q.—Do you make the land up by the northeast end. This light on the south point I imagine is hidden, would be hidden; you have no signal to turn?

A.—There is nothing but the land.

Q.—If you had a light in there, you would know where you were,

A.—Yes, then a man could steer for the centre of the island. I have
20 gone around that way when this place has been blocked here. There should be another light on Fortune Bay there.

BY MAJOR BOND :

Q.—At what time in the fall do you expect snowstorms down below?

A.—Any time after the middle of October. They do not come in much until November; but we have had them frequently after the tenth of October.

Q.—Then, comparing a snowstorm with a fog, which you would
30 consider more dangerous?

A.—I think a snowstorm would be worse, because we can hear something in a fog, and in a snowstorm you cannot hear anything.

Q.—But you can see something?

A.—No, it covers everything.

Q.—Then, down below Father Point you have lots of room; it is not like a narrow channel?

A.—Yes, but you cannot hear much in a snowstorm; you cannot see anything.

BY CAPTAIN REILLEY :

Q.—Do you think, Captain, that a new survey of the gulf is necessary—currents and soundings ?

A.—Well, the fact is that the chart is only any use to us when we cannot see anything

Q.—The chart is very little use to you ?

A.—I do not know that I looked at the chart once this summer, except to take soundings. We know all the places up along there; we generally know what it is, but the chart of the gulf—I do not know I would
10 not like to trust to what they show, very often.

Q.—Neither for currents nor soundings ?

A.—In fact in the gulf we have such deep water here in the gulf that the lead is practically no use to us in this side, because there is over one hundred fathoms of water.

Q.—You find Boston, the approach to Boston, New York, Philadelphia and Delaware very readily ?

A.—Yes, the American coast is very much better than this river for the lead anywhere from Cape Cod down to Long Island. If you are fifteen
20 fathoms in the water, you are fifteen miles from shore.

Q.—How about the Bay of Fundy ?

A.—That is the worst place in the world ; the worst part of the Bay of Fundy is that there are strong currents and if you have to follow the rule laid in the Bay of Fundy, you would lose your ship, and you, will not know where you are. The only thing is when you are going you have to go at full speed. We have made several voyages up there every year and we always like to get clear of it, if we can.

And further deponent saith not.

J. C. HARLEY,

Official Stenographer.

30

And the above is a true and faithful transcript of the evidence of the above witness by me taken by means of stenography,

J. C. HARLEY.

Official stenographer.

DEPOSITION OF CAPTAIN WILLIAM SHOTTON,
OF S. S. "OCEANIA."

EXAMINED BY MR. TORRANCE

Q.—What is your name, Captain ?

A.—William Shotton.

Q.—How long have you been in command ?

10 A.—Three and a half years.

Q.—What is your steamer ?

A.—The Oceania.

Q.—Where did you sail from this time, Captain ?

A.—London.

Q.—Did you come south ?

A.—Yes.

Q.—May I ask why you came in south ?

A.—Because I prefer to make the passage from London—there is a
difference of something like one hundred miles, but I lose that coming in
20 fog.

Q.—You think there is more fog by the Belle Isle ?

A.—Yes.

Q.—Had you much fog this time ?

A.—A little of it, about three days of it.

Q.—In coming south you have the sea on one side of you, you do not
have to stop ?

A.—Yes.

Q.—Have you ever been to Belle Isle ?

A.—Twice.

30 Q.—You have not had much experience on that route ?

A.—No.

Q.—Had you much fog through last time ?

A.—No fog at all.

Q.—It is merely a good deal what you have heard about that north
route ?

A.—Yes, what I have heard about the fog there and what I have ex-
perienced coming across the banks, and I think I would make a better
passage coming south.

Q.—From Glasgow the difference would be about two hundred and
40 eighty miles ?

A.—Of course if I were coming from Glasgow I would take the risks of the straits

Q.—What would you do if you got into a fog ?

A.—I would have to stop.

Q.—What would you do if you got into a fog at Cape Race ?

A.—Keep moving.

Q.—If you got past the island, you would move along slowly ?

A.—Yes, if I found my way clear before the fog shut down, I would go on. When you have to work in a current and battle with a ship's load
10 you do not know where you are.

Q.—You say you have soundings at Cape Race approaching the land there, good soundings ?

A.—Yes.

Q.—How about the light on Cape Race ?

A.—Very good. I have passed it seven times, and saw it every time. I passed it this time, but there was another steamer outside of me; he was in the fog, I was inside. He was blowing the fog signal, and I could see the light-- a beautiful fog signal and a beautiful light.

Q.—How was the wind ?

20 A.—Off shore. There was very little wind, pretty near calm; the usual thing a strong gale of wind down there, but I was just passing the remark what a beautiful fog signal it was; we heard it at ten miles.

Q.—How often does it blow there ?

A.—Every ten seconds.

Q.—It is pretty accurate, Captain ?

A.—Yes.

Q.—What about these other two points Cape Pine and Cape St Mary ?

A.—Well, I think if you get hold of Cape Race, you will not have to get to Cape St Mary at all; Cape St Mary is out of the road altogether. I
30 think if it were preferable to have a fog signal there at all, it would be preferable to have it on Cape Pine; but I do not see the necessity on Cape Mary. If you happen to miss Cape Race, you can pick the other one up.

Q.—The light on Cape Pine, when you are going to the east can you make it pretty well going to the east ?

A.—Yes, I have always made it.

Q.—What about Port Abasque ?

A.—Well, I have seen that twice. I think I have been rather unfortunate about Cape Ray and Port Abasque; I have only that seen once ; it has always been foggy when I passed there.

40 Q.—Do you think there is more fog there in the Lower St Lawrence than other routes which you have been accustomed to ?

A.—If there is any place that I would dread in this world it is up to the east coast of England. I have run the Baltic and the eastern and this trade I ran four trips this year, and I find this is not near so bad as the Baltic, running the Baltic into the east coast of England.

Q.—Are the currents very bad there ?

A.—Yes, very bad. It branches off at different directions out of the London River at about four knots an hour, it is impossible to tell where you are there.

Q.—So there are other dangerous places besides the St Lawrence ?

10 A.—Yes, well there is a lot of risk attached to the St Lawrence with the fog, but outside of the fog I think it is all right.

Q.—After you pass Port Abasque what point do you make for ?

A.—Cape Ray, and make for the Bird Rocks.

Q.—Is everything right there ?

A.—Oh yes, I have seen it twice I think. I have never heard any fog signal there. I have seen the light twice.

Q.—You heard the fog signal there ?

A.—No, I was there the time the Montpelier struck there. It was blowing a gale of wind on to the shore, and I could not expect to hear it.

20 Of course the fog signals here are adjusted about the same as we have at home. My experience of the fog here has been a gale of wind with it, unless you come.

Q.—I thought a gale of wind would blow the fog away ?

A.—That was my idea until I came in this trade; the wind blows with the fog.

Q.—After you pass Cape Ray what point do you make for ?

A.—Pass Bird Rocks about five or six miles, and then right up for Rosia.

Q.—Rosia instead of Fame Point ?

30 A.—Yes, and pass a little off Rosia.

Q.—You would be the same distance off Rosia, would you not be about fifteen or twenty miles off Rosia ?

A.—No, I pass about three miles off Rosia.

Q.—Is not that taking you somewhat out of your course to do that ?

A.—No, I reckon that I make more by that. I lose the current coming down because the current strikes along and goes by Anticosti way.

Q.—What about Fame Point, the light there ?

A.—I have already seen it there. I have not had much experience of that. All that I have seen of it has been very good.

40 Q.—What about the lights in the Lower St Lawrence are they very good ?

A.—Yes, but the fog signals I do not think much of at all. There is far too much of an interval between fog signals on the river.

BY MR ALLAN :

Q.—Do you think the lights can be easily improved ?

A.—Well, I do not think so. Fame Point is a very good light, and then Cape Chat is a very good light.

CY BAPTAIN REILLY :

10

Q.—Which do you prefer, the revolving or the fixed ?

A.—The revolving. Just the other day I was coming up by Matane; I could not see Matane, and I saw the two lights ; they were lower down than Matane.

Q.—You consider fixed lights for shore lights as dangerous ?

A.—Yes, certainly, along that course.

BY MR TORRANCE :

Q.—Do you not think wherever there is a light there should be a fog
20 signal ?

A.—Yes, I certainly do.

Q.—What about the pilots between Father Point and Quebec; what opinion did you form of them ?

A.—Well, just the ordinary opinion of a French pilot ; they are about the same as you get them in the Suez Canal.

Q.—Are they French ?

A.—Yes.

Q.—Have you ever found these men under the influence of liquor ?

30 A.—No, the pilots are very good; there is nothing to worry them, but I have seen them in the Canal—I have seen them get into such a flutter that they did not know whether they were standing on their hands or their feet.

BY MR CAMPBELL :

Q.—Coming up to Quebec you have not had much trouble ?

A.—Well, this time is the worst ; we were anchored three times between Father Point and Quebec.

Q.—On account of the fog ?

40 A.—Yes, and the same from Quebec up ; but I think the greatest trouble was coming up past the Island of Orleans. When we were com-

ing up towards Quebec we had no light, and we had no light to go by ; there should be a leading light to fetch you up.

Q.—That is on the westerly end of Orleans ?

A.—Yes, it would act as a leading light going down and coming up too. There is a corner there ; you should have a light about the middle of Orleans ; you have nothing to round you on this corner, because in a little bit of haze there we must anchor. It is a turning point ; we must have something to guide us.

10

BY CAPTAIN REILLY :

Q.—Would you think you would need gas buoys in the lower Traverse ?

A.—I always advocate gas buoys. I think they are the finest things, Coming from sea in a fog we cannot see gas buoys any more than we can see spire buoys.

Q.—Except you can crawl from one to another ?

A.—Who will crawl from one to another.

Q.—In a place like that you must keep going on ?

20 A.—In my experience the pilots will stop, and of course if I am not taking the responsibility on myself, I would not like to push them. Of course it would be certainly a good guide, that is gas buoys.

Q.—Do you find the currents very variable in the Gulf ?

A.—No, I never find them so.

Q.—Have you traded with Baltimore, Philadelphia or New York ?

A.—Yes, I was there last year.

Q.—Do you find it very easy to approach with the lead ?

A.—Yes.

Q.—Much easier than the St Lawrence ?

A.—Yes.

30

Q.—How do our lights compare with the United States and French and Dutch and English generally ?

A.—These lights are not so good generally; but the French lights I think there is a great mistake with them; they have too much power on these lights; you can see them fifty miles off, and when a fog comes you cannot see them at all; whereas our own lights you can only see them thirty miles off, and in a haze you can see them.

Q.—Why ?

40 A.—Because they are electric lights; in the Clyde they put in new electric light on Cumbray, and now they are advocating to take it off again.

Q.—Would you advise a lightship off Heath Point ?

A.—Yes, it would be a very good thing, because you could steer for it and make it. The lightship is always anchored in enough water to bring herself up.

BY MR ALLAN :

Q.—How about the buoys between Quebec and Montreal ?

A.—I have always found them very good; but if you had gas buoys there you would be able to navigate the river at night.

10 Q.—Do you think it is desirable to keep the spire buoys there ?

A.—Yes, you could not make any improvement, unless you want to navigate the river by night. If you want to navigate it by night, put the gas buoys there; but you cannot navigate it if there is fog.

Q.—Do you think they should be of different shapes in different sizes of the channel ?

A.—The channel is not big enough. This last time when I came up I took two ahead all the time and it was quite hazy.

Q.—Can you distinguish the colors ?

A.—There is a little tree on them. Of course the gas buoys would
20 enable you to navigate the river at night

Q.—You think if there were gas buoys between Montreal and Quebec that you could navigate at night ?

A.—Yes, but I would not like to come into the port I came into here at seven o'clock the other night, and I had a lot of trouble to come in

Q.—But you could come into the foot of the current there ?

A.—Yes, you could come up there quite easily. There was a great deal of danger, we were in a gale of wind and we were only drawing nine feet of water.

30

BY CAPTAIN REILLY :

Q.—You got a port warden's certificate last voyage from Montreal, did you not ?

A.—Yes.

Q.—And you touched at Three Rivers for lumber ?

A.—Yes. I think I can load my ship as well as any warden can do it and I have taken three big loads this summer and I have never lost a deal. I reckon I give my ship justice, and do justice to its owners. We were cleared for Three Rivers and we cleared there again. My ship is a different build to the rest of them. Most of the ships have a covered in
40 deck and this is a different thing altogether.

Q.—Have you been to the Baltic ?

A.—Yes.

Q.—Have you ever carried a cargo of lumber from the Baltic ?

A.—Yes.

Q.—Do you think it is a dangerous coming from the Baltic to England as it is to the St Lawrence ?

A.—Yes, I have come across and lost five hundred pieces in that trade.

Q.—But you would not carry as large a deck load coming from the
10 Baltic as you would to here ?

A.—Larger ; in fact I was never in a port before where there is a port warden, bar this port.

Q.—Of course you have your port line ?

A.—Yes, when I go into any port I cannot go where I like I would get called over the coals for it.

Q.—Is your ship loaded below your low line ?

A.—No, the last time we had two feet to spare.

And further deponent saith not.

And the above is a true and faithful transcript of the evidence of the
20 above named witness by me taken by means of stenography. And I have signed.

J. C. HARLEY,

Official Stenographer.

DEPOSITION OF CAPTAIN WILLIAM STEWART.
OF THE S. S. "LAKE CHAMPLAIN"

30

Talken Oct 16 1900.

Q.—What steamer do you command ?

A.—The Lake Champlain.

Q.—How long have you been in command of a steamer ?

A.—Twenty-nine years.

Q.—And where have you been principally trading ?

A.—Montreal.

Q.—All that time ?

A.—Yes.

40

Q.—What way did you come this voyage ?

A.—By Belle Isle.

Q.—Why did you come that way ?

A.—Because the passage in shorter.

Q.—Do you think it is as safe as the south.

A.—Yes.

Q.—Are the approaches to Belle Isle everything that you could desire?

A.—I would like a light on the north-east end of Belle Isle.

Q.—And a fog signal ?

10 A.—Yes sir, and a fog horn.

Q.—Well, the present light is very good, I believe, when you see it ?

A.—Yes sir, there are two lights there.

Q.—One above the other ?

A.—Yes.

Q.—And you can see it a long distance ?

A.—Yes, in clear weather.

Q.—Well, the light on the Newfoundland coast. Cape Bald—is that
a good light ?

A.—Yes sir, and a good horn.

20 Q.—Then you think that a light and a fog signal on the north-east
end of the island would make the approaches very satisfactory ?

A.—It would be much better than it is.

Q.—Would you just as soon come that way as south ?

A.—Yes, there are fewer vessels and less risk of collisions—that is
my experience

Q.—How about the ice ?

A.—There is ice on both routes in the ice season.

Q.—But there is more or less ice, there in July and August ?

A.—Yes, but you can stop.

30 Q.—But you meet a good deal of ice there ?

A.—Yes.

Q.—How does it compare with south ?

A.—There is more of it than there is south—more bergs, but the
distance is shorter that they cover.

Q.—How about the fogs ?

A.—I don't think there is so much fog there as south.

Q.—Well, after you pass Belle Isle, the western entrance to the straits,
is that properly lighted ?

A.—Yes sir it is now.

40 Q.—On both sides ?

A.—Yes.

Q.—Alter you get out of the straits and make for Heath Point, is there anything in that long stretch of about two hundred and forty miles (240) ?

A.—No sir, nothing in the way.

Q.—Is there anything needed there in your opinion ?

A.—A light about Cape Whittle I think would be a great boon.

Q.—At Cape Whittle or St Mary's ?

A.—Yes.

10 Q.—Well, what about Heath Point, Heath Point itself, you have good soundings there ?

A.—Yes.

Q.—And you can go in foggy weather as well as in clear weather ?

A.—Yes sir, but you have to be very quick in your soundings—and not be long between casts

Q.—That is take frequent soundings ?

A.—Yes.

Q.—What is your experience this voyage ?

20 A.—I got set up north this voyage and if it hadn't been for frequent soundings, I might have come to grief for the water shallows very quick there.

Q.—How often would you take soundings ?

A.—As fast as you can take them.

Q.—Every five minutes, or how often ?

A.—About ten minutes between casts

Q.—In ten minutes you can run two and a half miles ?

A.—Yes sir—two miles, if you run full speed.

Q.—How were the soundings there ?

30 A.—Very good. When you get soundings you can always haul off and get deep water.

Q.—There is lots of water south of you ?

A.—Yes.

Q.—In taking your soundings how do you find them compare with the Chart ?

A.—Very good I think.

Q.—Do you think it would be desirable to have a lightship or anything of the kind moored in about twenty fathoms of water outside of Heath Point ?

A.—I don't see any need for it.

40 Q.—Why not ?

A.—You can keep clear by your lead.—I don't see any use for a light-ship off Heath Point.

Q.—Would it save any time to have a light ship there ?

A.—No.

Q.—Well doesn't the current, in heading from the western entrance of the straits to Heath Point, drive you north ?

A.—Sometimes, and other times it drives us south, it depends on the prevailing wind. And not so much on the wind at the time, but on the wind that has been prevailing.

10 Q.—I suppose you are strongly in favor of the hydrographic survey there has been so much talk about ?

A.—You have to be ruled by the wind any way.

Q.—But you can't tell how the wind was twenty-four hours before you arrived there ?

A.—No, the currents will always be an unknown quantity.

Q.—Then there is no use having the survey continued—don't they on the English coast pay a great deal of attention to the tides and currents there ?

A.—Yes, but tides and currents are different things.

20 Q.—But I suppose the tide has its influence on the current ?

A.—In the Gulf, suppose now, I will give you an instance. Suppose there has been a strong northerly wind for a day or so. The waters of the gulf will be set over to the south. Directly that northerly wind stops, as a rule it will blow from the south, and back goes the water like a sluice. You never know what the winds have been before you get there going into the gulf.

Q.—Are there warnings or information given to Captains going into the gulf for the first time of these variable currents ?

A.—No, sir.

80 Q.—Is it not marked on the Chart to watch out for that ?

A.—Yes sir, the Chart says that the currents depend on the wind.

Q.—Well, Captain, after you round Heath Point and make for South Point, is it your opinion that you would be the better of having a buoy off South Point ?

A.—No, sir.

Q.—The Idaho was lost there ?

A.—If they had used the lead they would have been abight—you can't see a buoy at night.

Q.—A gas buoy ?

10 A.—Well, if the weather is clear enough to see Heath Point and South Point lights, there is no need for a buoy.

Q.—And you couldn't see the buoy if you couldn't see the lights ?

A.—No, sir.

Q.—How about going out in the other direction, going east ?

A.—There is a buoy marked on the charts there off Heath Point, but that buoy isn't there and never has been to my knowledge.

Q.—And still it is on the chart ?

A.—Yes.

Q.—After you pass South Point you make for where ?

A.—Cape Magdalen.

10 Q.—What about the light at Fame Point ?

A.—It is a very good light.

Q.—Is there any fog signal there ?

A.—No, sir.

Q.—Do you think there should be one ?

A.—It would be none the worse of it.

Q.—Well, don't you in nine cases out of ten, particularly when going in south, make for Fame Point rather than Cape Magdalen ?

A.—Yes sir, going south.

20 Q.—Therefore it is practically one of the first positions that should have a proper light and fog signal ?

A.—Yes, sir.

Q.—And the light there should be of the very best description ?

A.—Yes, sir.

Q.—Is it ?

A.—It is a very good light.

Q.—Is it a fixed light ?

A.—It is with a red flash.

Q.—Then there is nothing to be desired except the fog signal ?

30 Q.—No sir, if the weather is clear enough to see the light the light is good enough.

Q.—And you then make for Cape Magdalen ?

A.—Yes.

Q.—In the summer time you make Cape Magdalen rather than Fame Point ?

A.—Yes.

Q.—Is there a good light at Cape Magdalen ?

A.—Yes sir, and a good fog horn.

Q.—You don't think that could be improved ?

A.—No, sir.

40 Q.—And then comes what ?

A.—Martin River, Cape Chatte, Matane Metis and Father Point.

Q.—Is there anything desirable at any of these Points?

A.—There is a rocket signal at Cape Chatte and nothing ~~else~~ in River.

Q.—Don't you think where there is a light there should be a fog signal?

A.—Certainly.

Q.—Do you think there ought to be any additional lights between Fame Point and Father Point?

10 A.—I don't think it would be necessary. If the weather is clear you can always see one light before you loose sight of the other. The longest distance between lights there is thirty-five miles, and you can generally see one light just about the time you are loosing sight of the other.

Q.—Is that about the distance between lights on the English Channel, or are the lights much closer?

A.—Of course the coast is much more rugged.

Q.—What about that buoy off Matane?

A.—It is abright enough for ships going into an anchor.

Q.—But other ships have no business there?

20 A.—No, a steamer should keep outside that buoy, and I suppose nearly all steamers keep out.

Q.—You don't sound up there?

A.—If you want to.

Q.—Would you in thick weather?

A.—Yes, sir.

Q.—Even if you are sure of the position?

A.—Yes sir, it is the man who is sure of his position who comes to grief.

Q.—Is the light at Father Point abright?

30 A.—Yes sir, a very good light.

Q.—What about the fog signal—supposing you were coming south you would make for Cape Race?

A.—Yes.

Q.—That is a revolving light?

A.—Yes sir, a revolving white light.

Q.—And I suppose a fog signal too?

A.—Yes sir, there is a good fog sigal.

Q.—And what is your next point after that?

A.—Cape Pine.

40 Q.—What about that?

A.—That is a good light. It is pretty high up in the air, very often enveloped in fog.

Q.—Is there no fog signal there ?

A.—No, sir.

Q.—Is one desirable there ?

A.—Yes, it would be better.

Q.—You say it would be better ?

A.—Yes, for you are pretty well off Cape Pine and there are good soundings there.

10 Q.—I think it is quite evident that you are of the old fashion Captains who is not afraid to use the lead ?

A.—No, you don't have to turn a corner at Cape Pine as you do at Cape Race. You are coming along from St Pierre and you haul up north, and very often a westerly current sets in from the eastward, and a man is likely to haul up too soon, thinking he is past the Cape, and therefore the fog horn comes in then.

Q.—It is more useful in the outward than in the inward passage ?

A.—Yes.

Q.—You find that there is a dangerous drift there ?

20 A.—No sir, we allow for the drift, we know there is a westerly current and we allow for that and coming up from Halifax, the variation increases very rapidly, and the man is apt sometimes to set his course in one part of the Chart, and he doesn't allow for the increase in variation.

Q.—Well after you pass the Cape Pine, the next is Cape St Mary ?

A.—Yes.

Q.—Is there anything wanted there ?

A.—That is a way out of our way.

Q.—Where do you go next ?

A.—We go past Gallantry head of St Pierre.

30 Q.—Are there good lights there ?

A.—Yes.

Q.—You say the French lights are good ?

A.—Yes.

Q.—And where next ?

A.—There are lots of lights around St Pierre.

Q.—Where do you go next—Bird Rocks ?

A.—No sir, to Miquelon. Platte Point.

Q.—Do you always keep near Miquelon in coming south ?

A.—Yes, pretty near, when it is clear.

40 Q.—Do you generally make these lights ?

A.—Yes sir—going by Cape Race we pass about five miles off in clear weather.

Q.—What about the revolving light on Cape Ray ?

A.—Cape Ray is a good light.

Q.—It revolves, doesn't it ?

A.—Yes sir, it is a flash light.

Q.—And there is a fog horn ?

A.—Yes.

Q.—A good one ?

10 A.—I never heard it.

Q.—You don't depend on it ?

A.—I like to give it a wide berth if the weather is thick, I like to keep out of the sound of it.

Q.—Do you ever check the regularity of the flash signal of lights as you pass them ?

A.—Yes, sir

Q.—And if anything was wrong you would notice it ?

A.—Yes sir, and report

Q.—You always log it or how would you report it ?

20 A.—I would report it to you if the light was not going or if there was something radically wrong about it.

Q.—Are there good soundings there coming in south ?

A.—Not at Cape Ray. We are very close in before we get soundings.

Q.—What about Port Basque ?

A.—There is a light there too. Cape Ray is our leading light, and these others are mostly harbor lights for the fishermen.

Q.—Cape Race and Cape Ray are the leading lights coming in from the South ?

A.—Yes, with the lights on St Pierre.

30 Q.—Can you recommend any improvement on the fog whistle at Cape Ray ?

A.—There is a good signal there.

Q.—You haven't heard it often, you say ?

A.—I kept away.

Q.—Have you anything to say about the pilots between Father Point and Quebec ?

A.—No, sir.

Q.—As a class of men, how do they compare with the English pilots ?

40 A.—I think they are as good I have had two for a long time.

Q.—They are good men ?

A.—Yes.

Q.—Have you had any experience with *tour de rôle* pilots ?

A.—No, sir.

EXAMINED BY MR. BOND.

Q.—When do you encounter snow storms in the Gulf ?

A.—Any time from now on.

10 Q.—From the middle of October on ?

A.—Yes.

Q.—Up to the end of May ?

A.—Yes.

Q.—How would you compare the danger of a snow storm to the danger of a fog—Would you consider one more dangerous than the other ?

A.—Not for a steamer

Q.—How would you compare them ?

A.—The fog is just as dangerous as the snow storm.

Q.—The danger is about the same ?

20 A.—Yes, for a steamer, but not for a sailing ship.

Q.—Which is more dangerous for a sailing ship ?

A.—The snow of course ; it fills the blocks up, and you can't do anything.

Q.—In November, the early part of December, and in March and April, you have snow storms in the English channel too ?

A.—Yes.

Q.—Just as bad as in the Gulf here ?

A.—Hardly !!!

30 Q.—Now, referring to the entrance to the Straits of Belle-Isle from the Gulf, you express satisfaction with the lights recently put there ; do you think there are sufficient fog signals, and if not where would you have the additional ones ?

A.—I don't think they are necessary.

Q.—I mean entering the straits from the Western end, from the Gulf, going East ?

A.—There is a good fog signal on Greenby Island, and one on Point d'Amour.

Q.—Do you consider it necessary to have one at Flower Island ?

40 A.—It would be a good job, for you might get set South out of the sound of other ones.

Q.—And you think it would be well ?

A.—Yes.

EXAMINED BY MR. CAMPBELL.

Q.—How do the lights compare with the lights on the American coast ?

A.—They are very good lights here.

Q.—Are the Canadian lights much inferior ?

10 A.—It depends on where you are situated. Going into the American coast a great number of the lights are very powerful lights.

Q.—And how do they compare with the British lights ?

A.—They are better. There is nothing better than the American lights.

Q.—Are the French lights at St. Pierre and Miquelon better than the lights on Cape Race ?

A.—I don't think there is any difference.

Q.—What is the fog signal on Father Point ?

A.—It is a gun rocket now.

Q.—A gun-cotton rocket ?

20 A.—Yes.

Q.—How often it is fired ?

A.—Every twenty minutes, and in answer to any ship's signal.

Q.—Is that a long or a short interval ?

A.—It is a long, but they will answer you if they hear your horn.

Q.—But the bomb is only fired every twenty minutes, you say ?

A.—I think so.

Q.—Don't you think that interval is too long ?

A.—Yes.

Q.—Would you recommend a better signal than a bomb, wouldn't a siren be better ?

30 A.—I don't know; there are so many steamers there whistling for pilots.

Q.—But you could have a siren with distinctive blast—wouldn't that be better than a gun ?

A.—Yes sir, it would be better.

Q.—It would be an improvement ?

A.—Yes.

Q.—And it should be sounded at very frequent intervals ?

A.—Yes.

40 Q.—And you would recommend that at Father Point ?

A.—Yes.

EXAMINED BY THE CHAIRMAN.

Q.—There has been a new light put in at Travers ?

A.—Yes.

Q.—Is that a good light ?

A.—Yes.

Q.—Would you make any suggestion as to that light ?

A.—No, Sir.

10 Q.—You wouldn't mind taking a steamer up there yourself ?

A.—No, but I don't want to if there are pilots to be had.

Q.—How about the leading lights entering Quebec ?

A.—They are very dim.

Q.—You want a powerful light there ?

A.—The two red lights there in a line are very poor. These are the lights to enter into Quebec Harbor ?

Q.—Going from Quebec outward, you want a light on the Island of Orleans ?

20 A.—Yes. There is nothing till you see St. Lawrence Point. It is not long since a vessel attempted to make the passage between Orleans island and the North shore.

Q.—For want of a leading light on the West end of Orleans Island ?

A.—Yes.

Q.—Where should that light be ?

A.—On the West end of the Island of Orleans.

EXAMINED BY MR REILLEY.

Q.—Have you navigated the Chesapeake from St Louis to Delaware
30 Have you come into New York or Baltimore or Philadelphia the last few years ?

A.—Yes.

Q.—Didn't you find the navigation of this water much safer than the St. Lawrence ?

A.—There is less of it. The distance is shorter. The St. Lawrence is all right with care.

Q.—Doesn't it need more care in the St. Lawrence ?

A.—No, sir. It requires care everywhere.

Q.—Isn't it easier to approach these places with the lead ?

40 A.—You can go here with the lead.

Q.—Isn't it easier there ?

A.—The distance is much shorter of course.

And further deponent saith not.

A. W. G. MACALISTER,

Official Stenographer.

I, the undersigned, Alex. W. G. Macalister, Official Stenographer, do hereby declare that the foregoing pages are and contain a true and faithful transcript of the evidence given in this matter of Captain Macdonald, on the 16th day of Oct. 1900.

10

A. W. G. MACALISTER.

DEPOSITION OF CAPTAIN WILLIAM S. MAIN,
OF THE S. S. "NUMIDIAN."

Taken the 16th of October, 1900.

20

EXAMINED BY THE CHAIRMAN.

Q.—What steamer do you commend ?

A.—The Numidian.

Q.—How long have you been in command ?

A.—17 years.

Q.—Where have you been principally trading ?

A.—To this port for 27 years more or less.

Q.—As an officer ?

A.—Yes sir, with the Allan Line, I have been 27 years with them.

30

Q.—Where did you sail from this voyage ?

A.—Liverpool.

Q.—By which route did you come ?

A.—The Belle Isle route.

Q.—Why did you come that way ?

A.—Well, it is shorter and safer than the Cape Race route.—There is clearer weather there.

Q.—But you meet more ice ?

A.—You meet ice anywhere more or less. You have less extent to meet up there.

40

Q.—And make better weather usually up there ?

A.—Yes.

Q.—Have you any soundings in or near the approach to Belle Isle ?

A.—Yes sir, there is a very fair bank up there about thirty miles from Belle Isle light house. If you commence sounding in time you can generally get through.

Q.—Do you think the island is properly supplied with lights and fog signals ?

A.—Well, the way the fog gets on the top of the island, and lays so high that it doesn't give the lights a proper chance to show itself, and on it going down you can't see the light at all, unless it is clear weather.

10 Q.—You can see the light at a distance in clear weather ?

A.—Yes, I have seen the light 35 miles away.

Q.—You weren't near them ?

A.—Yes sir, we came down a West by North track, and to pass five miles south of Belle Isle lighthouse--five miles off the southern end.

Q.—Don't you think a light on the North-Eastern end would be an advantage ?

A.—Yes, sir, it would be, because the angle around this is bad, you know.

20 Q.—You are of opinion it would be an improvement to have a powerful light on the North East end of Belle Isle ?

A.—I think I would put it on the South end, and put another light there.—I would put the powerful light on the South end. You don't need a fixed light there. They are no good in the fog. You want a good flashing light at the South part.

Q.—Haven't you a good light there now ?

A.—Only a fixed light, and it gets hidden, but a group flash light seems to have power to show itself.

Q.—You want a flash light where the present light is ?

A.—Yes.

30 Q.—And a fixed light on the North-East end ?

A.—Yes.

Q.—And a siren ?

A.—Yes, sir, every place where there is a light there should be a fog signal.

Q.—Well, is Cape Bald properly lighted ?

A.—Yes sir. I heard the fog signal eleven miles off Cape Bald this time. Cape Bald is very good.

Q.—When you get to the Western entrance of the straits, are the lights there satisfactory ?

40 A.—Yes sir, that is a beautiful thing at Flower Island, but you want a fog signal.

Q.—But the entrance at Point Amour ?

A.—Yes.

Q.—And the one on the other side ?

A.—Flower Island—they are all right

Q.—After you get out of Belle Isle you have a distance of about 240 miles to run ?

A.—Yes.

Q.—Have you any lights there ?

10 A.—Point Rich—there is a light there.—That is where most of the accidents occur. Most people steer straight from Point Amour to Anticosti, but we generally go in a little angle to Point Rich keeping so, about 140 miles, and then the other 100 miles steer in a west course, and it will land you safe near Heath Point. Well south of it.

Q.—Do you do that under special instructions ?

A.—No sir, that is our training under the Captains I have been with and keeping the lead going. The great thing is the lead. We sound all the time.

Q.—On the Labrador Coast, would it not be better to have a light between the straits and Heath Point ?

20 A.—Yes sir, it would be, very much.

Q.—At what Point ?

A.—Put one up at Little Maccatina Island.

Q.—Near St Mary's ?

A.—North of St. Mary's.

Q.—From Cape Whittle to Maccatina is a matter of 40 to 50 miles ?

A.—Well, Cape Whittle would be better. That is the place.

Q.—Or St. Mary's ?

A.—Yes sir, St. Mary's would be better still.

Q.—Well, when you get to Heath Point, you have good soundings ?

30 A.—The very best.

Q.—You can go around in the fog ?

A.—Yes sir, or in a snow storm, as long as we keep the lead going, but what we want there is a group flashing light, at Heath Point.—A fixed light is no good.

Q.—What about having a light-ship in 20 fathoms of water off there ?

A.—Very sensible.

Q.—Would that be in your course ?

A.—Well, as a rule we try to pass 6 miles off. We never try to get 40 nearer than 6 miles South of it.

Q.—If you put a light-ship at 20 fathoms, how far off would that be ?

A. —I am only judging from hearsay ; you must understand I have just come jumping in here off the ship to the office, and I haven't prepared myself for this.

Q.—We would rather have you unprepared The lightship could be easily anchored at 20 fathoms ?

A.—Yes, and it would be a very safe thing to have a light-ship there. Now there is something I noticed in rounding Heath Point this time, and that was discolored water, and we rounded the point four miles off, and I saw that discolored water within half a mile of us, and I didn't
10 go near, for I couldn't go to look what it was, but it was there. When we see discolored water, we want to get away from it.

Q.—What would you suppose to be the cause of that ?

A.—I should say a shoal, but I couldn't go near to prove it. It was broad daylight, and a clear North-West wind, and we passed within four miles, and when I saw this, I went out a bit.

Q.—After you pass Heath point you make for South Point ?

A.—Yes.

Q.—Is there anything wanted there ?

A.—No, it is a matter of soundings.

20 Q.—And then you make for where ?

A.—Fame Point.

Q.—Is there a good light there ?

A.—No sir, we want there a group flashing light.

Q.—Is there a fog signal ?

A.—No sir, we want a good fog signal—that is one of the principal places.

Q.—Well, then you make for Cape Magdalen ?

A.—Yes, sir.

Q.—And Martin River ?

30 A.—Yes.

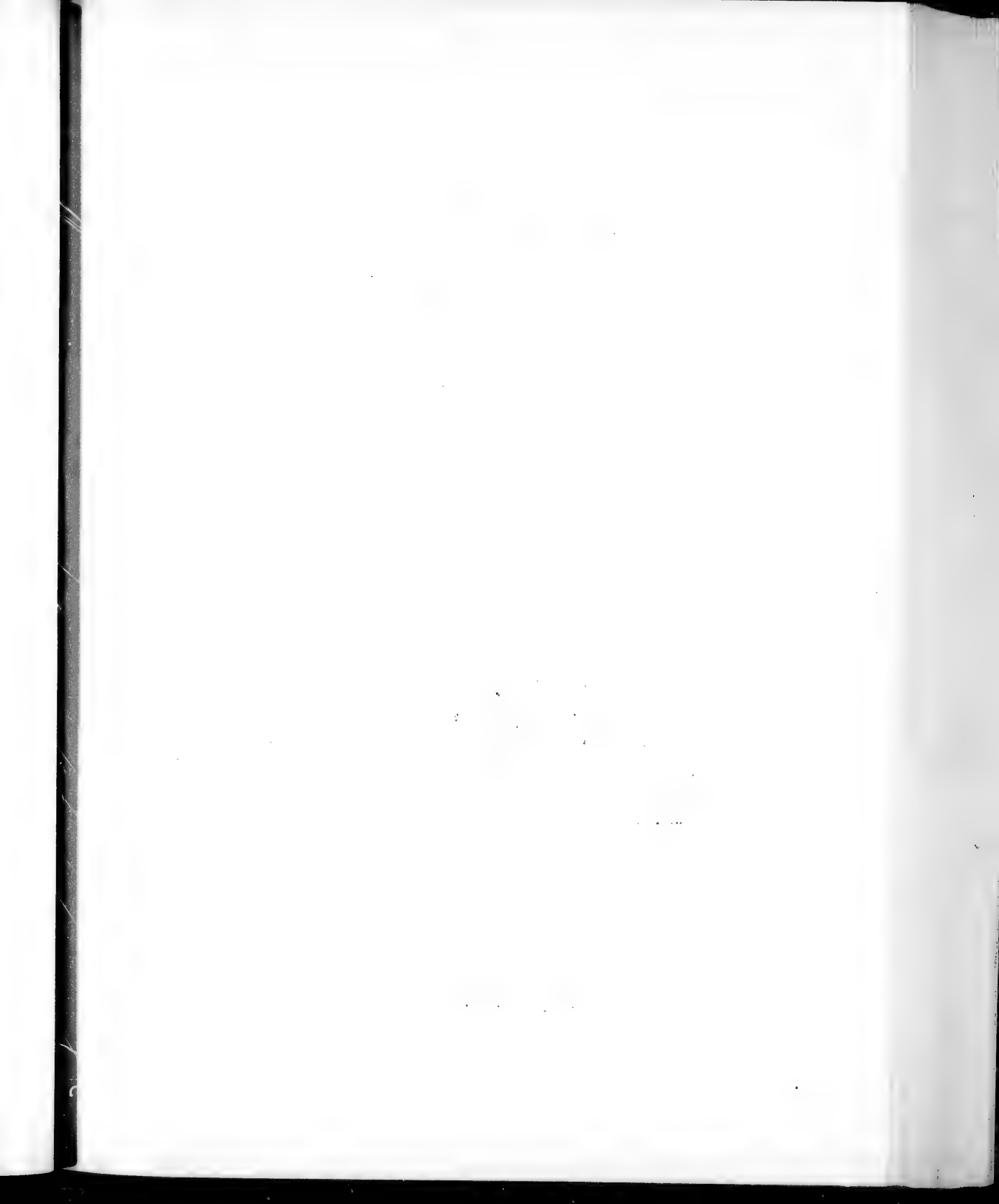
Q.—And Matane and Metis ?

A.—Yes.

Q.—Have you anything to say about these ?

A.—They are all right, but that coast might be re-surveyed right through from Cape Fame up to Father Point. There are some places you can see on the Chart "No soundings" at 20 fathoms, and that is ridiculous. It shouldn't be within the five mile line. If the Chart shows no bottom at 18 or 20 fathoms or so, it shows that it was done in a slip-shop way.

Q.—Suppose you leave Liverpool on the 1st of March, which way
20 would you come ?



▲ — Along South of The Virgins.

Q — By Cape Race ?

A — Yes.

Q — Would you attempt to make Cape Race ?

A — No, that wouldn't bother me.

Q — What sort of a light is there ?

A — That light is all right.

Q — And there is a good fog whistle there ?

A — Yes sir, splendid.

10 Q — And after you pass there ?

A — Make for St Pierre.

Q — Do you pass Cape Pine or St Mary's ?

A — Yes, they are all right.

Q — Is there no fog signal there ?

A — Well, we would be the better of one there. There is a good one at Cape Race.

Q — You would be the better of a very powerful one at Cape Pine ?

A — Yes.

Q — Are there first-rate soundings there ?

20 A — No, you can't commence to sound off such a place — well, we commence at 47 West.

Q — You do that as a rule ?

A — Yes, and sound every hour. Whenever I am 180 miles off Cape Race I sound every hour systematically till I make the Race, and off there every half hour, and you can go along as confidently as if you saw everything.

R — What about Capo Ray ?

30 A — That is very good — the Bergeo Bank brings you up — You take a departure off St. Pierre — it is right in your track — and you can go along as confidently as if you saw it, and only by attending to the soundings. There is no trouble but a matter of soundings. It is carelessness, and carefulness, the two words.

EXAMINED BY MR BOND.

Q — When do you find that snow-storms commence ?

A — The end of October, and beginning of November.

Q — In the Gulf ?

A — Yes.

Q — How would you compare the danger of a snow storm and a fog ?

4) A — The snow storm is much worse — it deadens all sound and everything. but in a fog you can hear.

Q.—You think a snow storm ?

A.—Yes

Q.—In a steamer ?

A.—Anything.

Q.—You referred to the necessity of a fog signal at Cape Pine—would that be more necessary on the Eastward voyage than on the westward— isn't there more of an in-drift ?

A.—Yes, sir. I wrote a letter to Lloyds at home about it, though I had nothing to do with the case, when the lake Manitoba went ashore
10 there, as I noticed the in-drift then, and since very pointedly.

Q.—It is possible that a good fog signal on Cape Pine might have averted a disaster there ?

A.—Yes, sir, it would be a very good thing.

EXAMINED BY MR HARLING.

Q.— Are the lights in the St Lawrence inferior as compared with the lights in American waters ?

A.—I think they are.

Q.— Do you consider that the French lights in the St Lawrence on
20 St Pierre, are better lights than the Canadian lights ?

A.—Yes sir, there are really good lights wherever there are French lights.

Q.—And what about the English and Scotch lights ?

A.—They are better still.

Q.—Then you think that the lights in the St Lawrence are inferior to the English, French and American lights—They are not as good taking them all round ?

A.—Well, I didn't think you would take it around that way. A sailor
30 makes a bad witness, he always tells the truth.

Q.—Are the lights in the St Lawrence old lights ?

A.—No, sir.

Q.—They can be improved ?

A.—There are just a few improvements to be made—strengthen the power ; from Heath point upwards, a few group flashing lights and put a few fog signals in—I have traded here 30 years, and the old captains I have served with never thought of danger—never dreamt of it, and the danger never comes if you are attentive. It is a matter of attention.

Q.—As a rule the accidents happen to steamers where the captains
40 have not been as careful as might be, and haven't had the long experience in the St Lawrence that you have ?

A.—No, people get scared about little things. This river is as clear and navigable as any place in the world all that is needed is a little more water and a little more care.

Q.—And a fog signal at Father Point ?

A.—Yes.

Q.—The soundings are good ?

A.—Yes.

Q.—Isn't it an advantage to have an improved fog signal ?

A.—Yes, but the soundings are the important thing.

10

EXAMINED BY THE CHAIRMAN.

Q.—Do you consider the lights making the harbor of Quebec sufficiently good ?

A.—They are not good at all. There are two red lights in a line.

Q.—What suggestion would you make ?

A.—Have them more powerful—They are not powerful enough.

Q.—Well, going to Orleans Island from Quebec, are the lights all right, or can you suggest any improvement ?

A.—No sir, everything is all right there. All you want is plenty of
20 water, and it is only a matter of waiting for that.

Q.—Do you consider it would aid you at all, and I mean the pilot as well, to have any additional buoys between the St. Mary's current, and about a mile below opposite Isle Rond ?

A.—Certainly—that is a bug-bear we have there.

Q.—Would a buoy each side of the channel down there be of assistance ?

A.—Yes sir, but to make the way wider would be better assistance. And further deponent saith not.

A. W. G. MACALISTER,

30

Official Stenographer.

I, Alexander W. G. Macalister, of the City and District of Montreal, Official Stenographer, do hereby declare that the foregoing pages in type-writing are and contain a true and correct transcript of the evidence given in this matter by Captain Main, on the, 16th. day of Oct. 1900.

And I have signed.

A. W. G. MACALISTER.

Official Stenographer.

DEPOSITION OF CAPTAIN DAVID MACDONALD.
OF THE S. S. "VANCOUVER."

Taken the 16th day of October, 1900.

EXAMINED BY THE CHAIRMAN.

- Q.—What steamer do you command ?
10 A.—The Vancouver.
Q.—How long have you been in command ?
A.—Three years.
Q.—What port did you sail from this voyage ?
A.—Liverpool.
Q.—By what route did you come ?
A.—By Cape Race.
Q.—Why did you take that route ?
A.—By the owner's orders
Q.—Have you ever come by Belle Isle ?
20 A.—Yes.
Q.—Which route do you prefer, and why ?
A.—I prefer Cape Race, because it is safer, as there is not such a narrow
row channel, and the soundings are better.
Q.—You make for Cape Race, I suppose, as a rule ?
A.—Yes sir, if it is clear weather.
Q.—Did you see Cape Race coming in ?
A.—No, sir.
Q.—How far away were you ?
A.—20 miles.
30 Q.—Have you any suggestion to make about Cape Race—is the light
good there ?
A.—Yes, sir.
Q.—And the next place is Cape Pine, is it not ?
A.—Yes.
Q.—Is there a good light there ?
A.—Yes.
Q.—Do you generally go in near there, or do you keep some distance
off ?
A.—5 or 6 miles off.
40 Q.—Is there a fog signal there ?
A.—No, sir.

- Q.—Would you be the better of one there ?
A.—Yes sir, I think so.
Q.—After you pass Cape Pine, where do you go ?
A.—St Pierre and Miquelon.
Q.—Are the lights there good ?
A.—Yes.
Q.—The French lights are good ?
A.—Very good
Q.—And the next place ?
10 A.—Cape Ray and Port Basque.
Q.—Are there good lights there ?
A.—Cape Ray is pretty good, but not extra.—If it is clear weather
you can see it.
Q.—It is a fixed light ?
A.—No, sir.
Q.—Have you ever timed the revolutions ?
A.—No sir—I believe they are going to put a fog signal outside of
Cape Pine.
Q.—At Saint Mary ?
20 A.—No, close to Cape Pine. The Governor of Newfoundland told me
that. He was a passenger with me.
Q.—Where will that be put ?
A.—A little to the West of Cape Pine
Q.—After you pass Cape Ray where do you go to ?
A.—Fame Point.
Q.—What about the light there ?
A.—The light is right enough there.
Q.—As good as it should be ?
A.—I think so.
30 Q.—You think it is good ?
A.—Good enough in clear weather, and that is the only time the light
is good. If it was better the light would be no use in thick weather.
Q.—Would it not be an improvement if it was more powerful ?
A.—No, I don't think so.
Q.—Is there a fog signal there ?
A.—No.
Q.—Is one wanted there ?
A.—Yes, I think there ought to be one.
Q.—Well, then, you go up the river to the various points there is
4) Cape Magdalen, Martin River, Point Chatte, Matane, Metis and Father
Point—There are lights on all these places ?

A.—Yes

Q.—Are there fog signals ?

A.—Yes, there are fog signals on Cape Magdalen and Cape Chatte.

Q.—Do you not think it strange there should be signals there and not on Fame Point ?

A.—Yes sir, Fame Point is the first place we make.

Q.—How about Father Point, is there a good light there ?

A.—Yes, there is a good light, but you can't see it very far. You can see it far enough though.

10 Q.—It is a revolving light ?

A.—Yes, sir, you can see it far enough.

Q.—How far can you see it ?

A.—12 miles, I suppose, but from the brige of a steamer you could see it 15 miles.

Q.—Are there good soundings there ?

A.—Yes.

Q.—Suppose you are coming in by Belle Isle, there are two lights on the island.

A.—Yes.

20 Q.—One below and one above ?

A.—Yes.

Q.—About the middle of the island ?

A.—No sir, on the South-West corner.

Q.—Well, suppose you are approaching the island from the North you have no light on the Northern Point ?

A.—No, sir.

Q.—Do you think a light there would bean improvement ?

A.—Yes.

Q.—And a fog signal too ?

30 A.—Yes, I think there ought to be one there. You can't see the light at all if you are a couple of miles North of your course.

Q.—Have you ever had any trouble there ?

A.—Yes sir, with fog. I was kept outside there.

Q.—What did you do ?

A.—I stopped and steamed to the Eastward again.

Q.—Is there a good light of Cape Bald on the Labrado Coast ?

A.—Yes sir; that is a good light.

Q.—And a good fog signal ?

4) A.—Yes sir, but you can't see that light in time to clear anything on Belle Isle, on the North-East corner of Belle Isle—You can't see it far enough.

Q.—Not far enough for that purpose ?

A.—No, sir.

Q.—When you go through the straits, is the lighting at the Western end all right ?

A.—Yes, sir.

Q.—When did you last pass through there ?

A.—Last September twelve months.

Q.—Have you any suggestion to make as to the lights between the Western end of Belle Isle and Heath Point ?

10 A.—Yes, I think there should be a light there at Maccatina.

Q.—At St. Mary's ?

A.—Yes sir, about there it would be good, or here at Cape Whittle.

Q.—Which do you think would be the better ?

A.—Well, I think St. Mary's would be the best.

Q.—When you get to Heath Point—Have you any suggestion to make there — There are good soundings ?

A.—Yes.

Q.—And a fog signal on Heath Point ?

A.—Yes.

20 Q.—Is the light good there ?

A.—Yes.

Q.—How far off can you see that light ?

A.—I forget exactly, but the lights are good enough when the weather is clear. The only thing is to get the weather clear to see them.

Q.—How often do you think the fog signal should be fired ?—Do you think every 20 minutes enough ?

A.—No sir, I should think every 5 minutes.

Q.—You don't think there is any trouble in navigating the St. Lawrence if you use the lead properly and often enough ?

30 A.—The lead is no use in St. Lawrence. There is no bottom.— Of course around the corners it is all right, except Cape Ray.

Q.—In the approaches to the St. Lawrence you can use the lead ?

A.—Yes.

Q.—What other ports of the world have you traded in ?

A.—I have been running to Boston since 1892.

Q.—Is it easier to get into Boston than Montreal ?

A.—Yes sir, a great deal.

Q.—Why ?

A.—Because the navigation is easier. You haven't so many corners to turn.

Q.—Isn't there a good deal of turning going up the english channel ?

A.—Yes sir, that is a different thing entirely going to Boston you make the port right from the sea.

Q.—When you go up the Irish channel going to Liverpool from the South, there are some pretty dangerous places there ?

A.—Yes sir, just as there are everywhere else.

Q.—How do you avoid them ?

A.—By using the lead.

Q.—And by care ?

10 A.—Yes.

Q.—Wouldn't the same apply to the St. Lawrence ?

A.—Yes sir, the same thing.

EXAMINED BY MR. BOND.

Q.—How long does it take you to get into Boston Harbor from the time you sight land ?

A.—About three hours.

20 Q.—And from the time you sight Cape Race how long does it take you to get into the port of Montreal ?

A.—Well, to Quebec it is 65 hours. Of course it all depends on the speed of the ship.

Q.—Well, the ordinary run from Cape Race to Quebec ?

A.—We do it in from 65 to 70 hours.

Q.—Well, as comparing three hours to 65 hours, there would be so many additional dangers wouldn't there ?

A.—Yes, I should think there would be.

EXAMINED BY THE CHAIRMAN.

Q.—Is it not fact that some Boston ships have been lost on Cape Race ?

30 A.—Yes sir, there was one last year.

Q.—How was she lost ?

A.—She got North of her reckoning and went ashore.

Q.—How did she get there ?

A.—The current, I suppose.

Q.—Had she a captain on board ?

A.—Yes.

Q.—What was he doing ?

A.—I don't know—I wasn't there.

Q.—If she had been properly looked after she would not have been there ?

40 A.—Yes sir, she might be there.

Q.—If she had been properly directed she would not be there ?

A.—Very often you can't help it. These things happen and you can't help it.—The compass might go wrong for one thing.

Q.—When you leave Liverpool for Boston, do you steer for Cape Race ?

A.—That all depends on the Captain of ship, and whether he wants to go there or South of the Virgins.

EXAMINED BY MR. BOND.

Q.—Do you find the leading lights to make the Port of Quebec satisfactory ?

10 A.—Yes sir, satisfactory enough.

Q.—There is nothing to complain of there ?

A.—No, sir.

Q.—Passing the island of Orleans, do you find the leading lights to bring you into the Port of Quebec satisfactory ?

A.—Yes sir, I do.

Q.—And the same way going out from the Port of Quebec ?

A.—Yes.

Q.—There is nothing to complain of ?

A.—Nothing, sir.

20 Q.—What time do you find snow storms in the Gulf ?

A.—Well, I couldn't tell you that. I haven't been running often enough in the Fall. This is my first voyage in the Fall.

Q.—Would you fear a snow storm as much or more than a fog ?

A.—I would rather have a snow storm than a fog. I would clear up sooner I would expect.

Q.—In approaching or leaving the Port of Montreal and passing Isle Rond, do you think navigation would be helped by having any additional buoys ?

A.—There are no buoys there at all.

30 Q.—Would it be better to have some ?

A.—It might be better right on the corner, to show the depth of water, but you can't put many buoys there on account of the navigation of the small craft.

EXAMINED BY CAPTAIN RILEY.

Q.—In leaving Quebec, what light do you look for to take you around Point Levis, to get Orleans Island to the North, and the Main Shore to the South ?

40 A.—I could not tell you.—There are lights in the hotel there ; that is the only way I can get on.



Q.—Don't you think it is necessary to have a light on the West end of Orleans Island ?

A.—Yes sir, I do.

Q.—What soundings are there to lead you into the Straits of Belle Isle going to the Westward ?

A.—There are no soundings there.

Q.—It is pretty difficult to approach ?

A.—Yes.

Q.—Don't you find the currents very irregular in the Gulf ?

10 A.—Yes.

Q.—Did you ever trade to Philadelphia or Baltimore ?

A.—No, sir.

And further deponent saith not.

A. W. G. MACALISTER,

Official Stenographer.

I, the undersigned, A. W. G. Macalister, (Official Stenographer), hereby declare that the foregoing pages are a true and faithful transcript of the evidence given in this matter by captain Macdonald by me taken in stenography, the 16th day of October, 1900.

20 And I have signed.

A. W. G. MACALISTER.

DEPOSITION OF CAPTAIN JOHN FAIRFUL,
OF THE S. S. "POMERANIAN".

30

Taken the sixteenth day of October, 1900.

EXAMINED BY THE CHAIRMAN.

Q.—Captain, what steamer do you command ?

A.—The Pomeranian of the Allan Line.

Q.—What port did you sail from this voyage ?

A.—Glasgow.

40 Q.—And by what route did you come ?

A.—By Belle Isle.

Q.—Why did you choose that route ?

A.—Because it is the safest way.

Q.—Do you prefer the route by Belle Isle in the Sommer time ?

A.—Yes.

Q.—If you are leaving an English port without any instructions from your owners,would you come by Belle Isle in Summer time instead of by Cape Race ?

A.—Yes sir, if the straits were clear.

Q.—Well, in July or August ?

10 A.—Yes.

Q.—Don't you meet a great deal of fog ?

A.—Yes, but not more than south, perhaps less.

Q.—What about the ice ?

A.—There is a narrower belt.

Q.—How long have you been in command ?

A.—Ten years.

Q.—Are the aids to navigation in the approaches to Belle Isle all that you could desire,or could you suggest any improvements ?

20 A.—I think it would be better to have a light on the North-East end of the Island.

Q.—And a fog signal too ?

A.—Yes.

Q.—Wherever there is a light there should be a fog signal ?

A.—Certainly.

Q.—Is the light on the Newfoundland Coast at Cape Bald, is that all right ?

A.—Yes, that is all right.—A very good light and a very good horn and the same with Cape Norman, which is inside of Cape Bald.

30 Q.—Well, then you proceed through the Straits,they are about 55 or 60 miles long ?

A.—About 60 miles, to Point Amour.

Q.—Is it well lighted on the Western side ?

A.—Yes.

Q.—Where ?

A.—At Point Amour, and at Flower Island, on the Eastern side but there is no fog signal there.

Q.—You want one there ?

A.—Yes.

40 Q.—Well, after you leave that Western entrance to the Straits, you make for Heath Point ?

A.—Yes.

Q.—That is a long stretch ?

A.—Yes sir, about 240 miles.

Q.—Are there any aids that you would suggest there ?

A.—I think Heath Point light should be improved.

Q.—But before you get there ?

A.—At Cape Whittle there should be a light.

Q.—Or St. Mary's ?

A.—I think St. Mary's would be the better.

Q.—What were you going to say about Heath Point ?

10 A.—It is a fixed light, and I don't think it is powerful enough. It would be a great improvement if it were made a group flashing light, three and four flashes at short intervals.

Q.—Is there a good fog signal there ?

A.—Not very good. It only explodes every twenty minutes.

Q.—Well, at what intervals do you think the fog signals should be sounded ?

A.—At a not longer interval than ten minutes between each explosion.

Q.—You have good sounding at Heath Point ?

A.—I am not sure they are good sounding.

20 Q.—You never hesitate to round the point ?

A.—No sir, but I don't trust the soundings. I stand in to a good depth and then go right out South across the bank, until I lose the soundings altogether, and haul up the Gulf.

Q.—Do you think it advisable that there should be a thorough hydrographic survey of the Gulf ?

A.—Yes sir, I am sure the soundings are defective in many ways.

Q.—Do you find that the soundings made by yourself correspond with those on the charts ?

A.—No, Sir.

30 Q.—Then you are of the opinion that the Gulf should be entirely re-surveyed ?

A.—Yes.

Q.—Then when you come around Anticosti, you steer for South Point

A.—Yes.

Q.—What about the currents, sir.

A.—They are very irregular, sir.

Q.—Is not the current affected by the wind ?

A.—Not in all cases.

Q.—If the wind were blowing from the north, it would blow the water before it ?

40 A.—It generally does, but not always.

Q.—Is that light house that is on South Point all right ?

A.—Yes.

Q.—And where do you go then ?

A.—Right across to Cape Magdalen.

Q.—Or to Fame Point ?

A.—The straightest route is right to Cape Magdalen.

Q.—Coming in south you steer for Fame Point ?

A.—Yes.

Q.—What is your idea of the light there ?

10 A.—The light is up very high, and I think it is on account of that that it can be seen so far, and not on account of its power, and it would be a great improvement to put a fog signal there.

Q.—And how about Cape Magdalen ?

A.—That is a good light and a good horn, but sometimes, for instance this last voyage coming up we had fog there, and they were blowing the whistle, but at a distance of three or four miles we couldn't hear it, and at other times we have heard it. It happens like that with every whistle.

Q.—Are there good soundings there ?

20 A.—Not very good.

Q.—Not very good ?

A.—No, they are un-reliable right up to Father Point

Q.—There are good soundings there ?

A.—Yes sir, off Father Point.

Q.—You don't hesitate going up the river at any time in a fog ?

A.—No, sir

Q.—You go up any time in a fog ?

A.—Yes.

Q.—Would you suggest any change in the lights at Fame Point ?

30 A.—No sir, the light is a very good one, with a red flash.

Q.—Wouldn't a group of lights be better ?

A.—A group flashing light would be more distinguishable, certainly

Q.—Is it your opinion that wherever there is a light there should be a fog signal ?

A.—Certainly.

Q.—Well, Captain, suppose you left Glasgow in May for the St. Lawrence, you would go South, I suppose ?

A.—Yes.

Q.—What have you to say about the Southern route ? Is the light on
40 Cape Race all that can be desired ?

A.—Yes. It is a very good light.

Q.—And the fog signal too ?

A.—Yes.

Q.—And there are good soundings in your approach there ?

A.—Yes sir, we have good soundings there.

Q.—You have come that way, of course ?

A.—Yes sir, often.

Q.—Have you no suggestion to make as to any improvements in the lights or fog signals on the Newfoundland Coast ? Cape Pine, for instance ?

A.—There should be a fog signal on Cape Pine.

10 Q.—And how about Cape Ray ?

A.—The light might be improved.

Q.—What sort of a fog signal is there ?

A.—It is a fog trumpet. And it is hard to tell whether it is a good one or not, for sometimes you hear it clearly a long way off, and at other times it is quite inaudible.

Q.—Have you any suggestion to make ?

A.—No sir, I don't think it could be improved ; I think it is on account of the different states of the atmosphere. But I think there should be a powerful fog signal on Cape Pine, for the current sets to the North
20 West, and catching the S arboard bow, shoves the ship in there.

Q.—And after you pass Cape Ray, you make for Fame Point ?

A.—Yes sir, right off to the Bird Rock.

EXAMINED BY MR. BOND.

Q.—In your opinion, are flash lights better than fixed lights ?

A.—Yes, sir.

Q.—Are they better than revolving lights ?

A.—Yes.

30 Q.—Is there often, particularly in the upper St. Lawrence, a tendency to mistake a high power light on a ship or on shore for a fixed light ?

A.—Yes sir, often —It is very hard to tell unless the light on shore is a very powerful light, and a fixed light is hard to distinguish from a steamer's mast head-light.

Q.—Would you be in favor of having all fixed lights changed to flash lights as soon as possible ?

A.—Yes, sir.

Q.—When do you expect to find snow storms in the St. Lawrence :
Do you expect any this voyage ?

A.—There was considerable snow passing the Coast of Labrador last
40 voyage.

Q.—But when do you expect to find a snow storm in the St. Lawrence from what date about ?

A.—Well, I should say about the middle of this month.

Q.—From the middle of October ?

A.—Yes.

Q.—What is your opinion as regards the comparative danger of snow storms and fogs ?

A.—About the same, sir.

Q.—In departing from the port of Montreal, are you of opinion that
10 any buoys placed down there, would aid the navigation between Montreal, and, say Longue Pointe ?

A.—I don't think so.

Q.—If they were placed about opposite Isle Rond ?

A.—No, I don't think they are necessary. We never leave here except
in day-light, or never come up except in day-light.

Q.—But a ship went ashore there in day-light the other day ?

A.—There must have been something wrong.

EXAMINED BY CAPTAIN RILEY :

20 Q.—Coming in from the Eastward, and approaching Quebec, how do you find the leading lights into Quebec ?

A.—I have often asked the pilot that, and they only distinguish by the lights on the break-water, and I have often been anxious in turning that point, to be sure that we were far enough out.

Q.—What do you recommend ?

A.—Leading lights.

Q.—The present leading lights are not sufficient ?

A.—No, sir.

Q.—Now, leaving the wharf at Quebec after day-light, and going to
30 the Eastward, what lights you into the fairway around Point Levis ?

A.—I think it is the pilot's own judgment—There is a red buoy there.

Q.—Is that enough ?

A.—I think so—it is in day-light.

Q.—What would you recommend as a leading light at Point Levis ?

A.—A light that would cut off when the ship was far enough to the Northward.

Q.—Where ?

A.—On the break-water.

Q.—But, leaving the wharf and going eastward—is there any light—
40 On the West end of Orleans, for example ?

A.—No, sir.

Q.—And what would you recommend as a necessity leaving the Port of Quebec, and going to the Eastward ?

A.—A light on the West end of Orleans Island.

Q.—Is it necessary ?

A.—Or if we had a leading light on the breakwater.

Q.—Which would be the better of these, the leading light on the breakwater, or the light on the West end of Orleans Island ?

A.—It would do either way.

10 Q.—And one of them is a necessity ?

A.—Yes, sir, one of them is a necessity. It would be a great improvement to have a light there. It would not much matter where it was placed, so long as the light would cut off when you are far enough to North.

Q.—On the St. Valier shore, how do you find the lights there ?

A.—I don't think there are any there, for it is only by St Lawrence Point they come.

Q.—And after you get there, there is nothing to guide you ?

A.—No, sir

Q.—How would a gas buoy do there ?

20 A.—If we had one, it would be a guide.

Q.—Abreast of where ?

A.—St. John's Point, I should think.

And further deponent saith not.

A. W. G. MACALISTER.

Official Stenographer.

I, the undersigned, A. W. G. Macalister, (Official Stenographer), hereby declare that the foregoing pages are a true and faithful transcript of the evidence given in this matter by captain Macdonald by me taken in stenography, the 16th day of October, 1900.

30 And I have signed.

A. W. G. MACALISTER.

DEPOSITION OF CAPTAIN BAXTER, OF THE
S. S. "MANCHESTER COMMERCE".

Montreal, Oct. 23rd, 1900.

Taken at Shipping Enquiry, Board of Trade

Q.—What is your name ?

A.—Baxter.

10

Q.—First name ?

A.—John G. Baxter.

Q.—What ship do you command ?

A.—"Manchester Commerce".

Q.—How long have you been in command ?

A.—About nine years.

Q.—How long have you been connected with ships in St Lawrence trade ?

A.—I have been thirteen years, as chief officer and master.

Q.—Where did you sail from this time ?

20

A.—Manchester.

Q.—What route did you take ?

A.—Belle Isle.

Q.—Why did you take the Belle Isle route ?

A.—Because I preferred it to the South route.

Q.—You prefer it, state your reason why ?

A.—The distance is shorter, and generally not so foggy.

Q.—Do you find more ice ?

A.—Sometimes we do. We know where to look for it.

Q.—In making Belle Isle, have you any suggestions to offer as to any improvements that there would be desirable ?

30

A.—I would suggest that there should be a light placed on the North-East end of the Island.

Q.—Would you be satisfied with a light, or should there be a fog signal there also ?

A.—There should also be a fog signal—siren.

Q.—How far off could you hear that signal ?

A.—We ought to hear it six or seven miles—it would depend on the wind.

Q.—In approaching Belle Isle have you good soundings ?

40

A.—No.

Q.—Supposing you had good observations the day before, would you think it necessary to take soundings ?

A.—Yes, sir, I would.

Q.—How often would you take soundings ?

A.—I would keep the lead going all the time, and not stop.

Q.—What sort of a fog signal is on Belle Isle, is it not gun gun ?

A.—I have never heard a gun this season.

Q.—Is everything all right at the Western entrance ?

A.—Yes, there is a good foghorn on Amour Point.

10 Q.—Have you ever heard the fog signal on Flower Ledge Newfoundland ?

A.—I have never heard a fog signal on Flower Ledge. I understand there is one, but I have never heard it.

Q.—How far is Greenless from Newfoundland ?

A.—It is on the other side—about twenty five miles.

Q.—Is there a fog signal there ?

A.—Yes, there is a good fog signal there.

Q.—Is there anything that you would suggest *en route* from there to Heath Point.

20 A.—I think that a light on Cape Whittle would be of great assistance.

Q.—What about Anticosti ?

A.—There is a very poor light at Heath Point. If you get to the westward of East Cape you cannot see the light.

Q.—Is it a fixed light or flashing light ?

A.—Fixed.

Q.—What sort of a fog signal is there.

A.—It is a gun.

Q.—How often is it fired.

30 A.—Every twenty minutes.

Q.—How far could a ship go in twenty—minutes.

A.—It would depend on the rate of speed. I have been very close and never heard the gun.

Q.—Do you think that firing every twenty minutes is sufficient ?

A.—I think it ought to be oftener.

Q.—Is the light sufficient at Heath Point.

A.—I think there ought to be a light-ship anchored there—seven or eight miles to sea.

Q.—How many fathoms of water is there there ?

40 A.—About twenty. There would be no difficulty in anchoring a light-ship there.

Q.—Where do you steer for from Heath Point?

A.—To South Point, and then to Fame Point, South Point is all right

Q.—Is there a fog signal there ?

A.—I think there is.

Q.—What have you to say as to the light at Fame Point ?

A.—It is a fair light I have always found it good.

Q.—At Fame Point is there a light there ?

A.—Yes, and there requires to be a fog signal there.

Q.—Is the light there flashing or fixed?

10 A.—There is a red flash every twenty minutes. The red flash is very poor.

Q.—How about the light and signal at Cape Magdalen ?

A.—There is a good fog signal there. The light is a red and white revolving It is too long between the flashes. Alternative red and white every two minutes

20

CONTINUATION OF DEPOSITION OF CAPTAIN J. G. BAXTER

TAKEN AT ENQUETE THE 23rd. DAY OF OCTOBER 1900.

EXAMINED BY THE CHAIRMAN:

30 Q.—Well, Captain, after you pass Cape Magdalen, what is the next place ?

A.—Martin River.

Q.—What light is there there ?

A.—A fixed white light.

Q.—Is there any fog signal ?

A.—I think there should be a good fog signal at every light all along the Gaspé Coast.

Q.—And then you have Cape Chatte ?

40 A.—Yes sir, and these light-houses - I think there should be a more distinguishing mark on them ; they are white mostly, with a small black band, and you can't pick them up in the snow. They are more like a farm house than anything else.

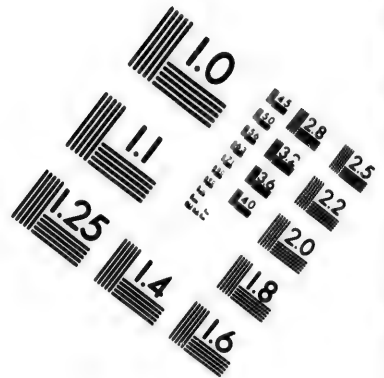
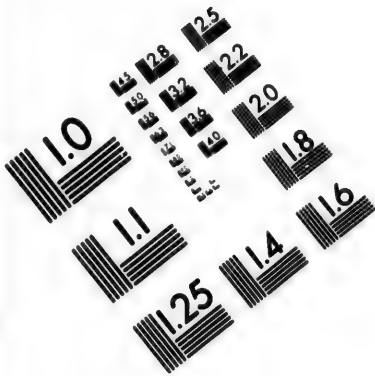
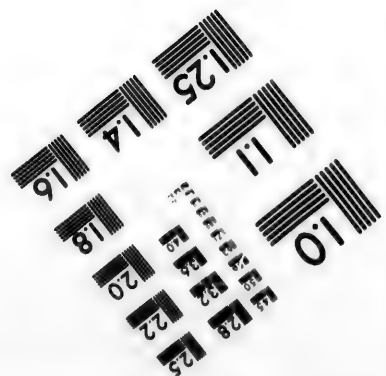
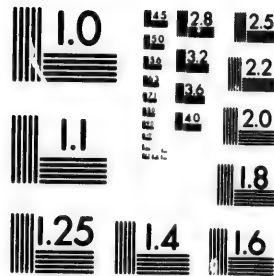


IMAGE EVALUATION TEST TARGET (MT-3)



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10

Q.—You would advise clearly distinguishing day marks ?

A.—Yes sir, on the light houses.

Q.—Then you have Matane and Metis ?

A.—Yes, a very good light.

Q.—But no fog signal ?

A.—No sir, and there ought to be one there.

Q.—And then you come to Father Point, what do you say to that ?

A.—Father Point light is a very good light; but the fog signal is no good. It is a gun, and there ought to be a powerful siren at Father Point.

10 Q.—What have you to say as to the route between Father Point and Quebec ?

A.—It requires very careful navigation.

Q.—You depend there on the pilot ?

A.—Yes sir, a great deal. They are supposed to know the channel better than we are.

Q.—Do you think you could take a ship up yourself if you had no pilot ?

A.—I think I could, but I wouldn't care about it.

Q.—Don't the Men of War always come up under their own navigating lieutenants ?

A.—I think they bring a pilot too.

Q.—You find the pilots a great help ?

A.—Yes, Sir, there is no doubt about that.

Q.—Have you anything to suggest about the Southern route, by Cape Race ?

A.—Well, there is a gun on the bird rocks which I think should be altered to a siren.

Q.—Is Cape Race all right ?

A.—Yes sir, there is a good fog signal there and a good light.

30 Q.—After you pass there, where do you go ?

A.—To Cape Pine—Gallantry Head, there is a splendid light there.

Q.—A good light on Cape Pine ?

A.—Yes.

Q.—A fog signal too ?

A.—No sir, I don't think so.

Q.—Do you think there should be one ?

A.—Yes sir. I don't think there is one there, and I think there ought to be.

Q.—Gallantry Head is a good light—That is on St Pierre ?

40 A.—Yes.

Q.—The French lights as a rule are good ?

A.—Yes sir, first class lights.

Q.—Well, what about Cape Ray ?

A.—A pretty fair light, and there is a fog signal on it too.

Q.—After you pass the Cape Ray, what point do you make for ?

A.—The Bird Rocks.

Q.—Have you any suggestion to make there ?

A.—The Fog signal should be changed from a gun to a siren.

Q.—After you pass the Bird Rocks ?

A.—Then it is Fame Point again.

10

EXAMINED BY MR VENNELS :

Q.—What sort of weather had you this voyage ?

A.—A very stormy passage.

Q.—Any snow ?

A.—One small snow-storm.

Q.—How long did it detain you ?

A.—It didn't detain us at all ; we never slowed down at all.

Q.—Where was that ?

A.—Off Fame Point.

20

Q.—What experience have you had in the St Lawrence ?

A.—13 years altogether—Nine years as master.

EXAMINED BY MR BOND :

Q.—How would you compare the danger of a fog or a snow-storm ?

A.—I think one is as bad as the other, but of course under different circumstances. A snow-storm is nothing as long as you are not close to the land, and it doesn't last as long as a fog.

Q.—But if you were in narrow waters ?

30 A.—I would rather be in a fog than a snow-storm in narrow waters.

EXAMINED BY CAPTAIN RILEY :

Q.—As a matter of fact, coming to the Westward, do you not make the Northern part of Belle Isle more frequently than the Southern part ?

A.—Yes. We always make the North part of the Island first, going on the Northern route.

Q.—Are the soundings good approaching Belle Isle ?

A.—No.

40 Q.—What is the shortest interval at which you think fog signals should be sounded ?

A.—About every two minutes.

Q.—Have you been close to Heath Point, going to Westward ?

A.—Yes.

Q.—How did you find the soundings ?

A.—All right ?

Q.—Irregular.—Did you find 17 fathoms one minute, and the next minute 35 fathoms ?

A.—Yes sir, the soundings are irregular.

Q.—Have you ever gone to Baltimore, Philadelphia, New York or
10 Boston ?

A.—Yes sir, all of them.

Q.—How do you find the soundings approaching these ports ?

A.—Better than here.

Q.—Now, what about approaching Quebec—In coming to the Westward, leaving Orleans Island, supposin you had no pilot on board, if he had fallen off the bridge or something like that, what leading lights have you to take you up to the warf in Quebec ?

A.—The leading lights are not very good."

Q.—What would you recommend ?

A.—I would drop the anchor till daylight, if anything happened to
20 the pilot.

Q.—Have you anything to recommend in the way of leading lights ?

A.—No, I have never had any trouble in getting through, at all hours of the night.

Q.—With a pilot ?

A.—Yes.

Q.—But supposing you didn't have a pilot—supposing that he fell off the bridge for example, there is nothing for it, but just to let go your anchor ?

A.—If I was at Orleans Island, I could take a ship into Quebec with
30 the lights there now

Q.—What aids to navigation would you suggest between Quebec and Montreal ?

A.—Well, I don't think gas buoys would do much good any more than there are now. There are gas-buoys now. But I think some of the channels could be improved by being dredged a little wider.

Q.—Do you think you could navigate any of the lower reaches of the Upper St. Lawrence, if it was better buoyed at night ?

A.—I don't think it.

EXAMINED BY MR REFORO :

Q.—How about your charts—are they up to date for the lower Gulf?
Are the surveys all recent ?

A.—Well, they have issued some new charts since the last survey,
and they are very good.

Q.—When is the last survey, according to your charts ?

A.—Two years ago.

Q.—Was that a survey of the whole St. Lawrence ?

10 A.—No.—Just Belle Isle.

Q.—Is it required to survey the whole St. Lawrence ?

A.—I think the lower Gulf ought to be surveyed a little more, and
fresh charts provided. I have found the soundings on my charts different
altogether from what I have got them—down on the Southern route.

Q.—And that shows that the charts are not correct ?

A.—Yer sir, they are not correct in the depth of water.

Q.—And they require to be re-surveyed ?

A.—Yes.

Q.—Is there any trouble in getting a pilot at Father Point ?

20 A.—Not as a rule.

Q.—You never had any trouble in getting one ?

A.—No sir, not at Father Point.—I have always got one.

And further deponent saith not.

A. W. G. MACALISTER,

Official Stenographer

I, the undersigned, A. W. G. Macalister, (Official Stenographer), hereby declare that the foregoing pages are a true and faithful transcript of the evidence given in this matter by captain Macdonald by me taken in stenography, the 16th day of October, 1900.

30 And I have signed.

A. W. G. MACALISTER.

DEPOSITION OF CAPTAIN ALEXANDER FERRIS,
OF THE STEAMSHIP "LARNE".

Taken the 23rd day of October 1900.

EXAMINED BY MR CAMPBELL, WHO TOOK THE CHAIR IN THE
ABSENCE OF MR TORRANCE :

- 10 Q.—How many years have you been in command ?
A.—I first took charge in 1872.
Q.—How many years have you been coming to the St. Lawrence ?
A.—This is only the second year in a steamer. I was in the trade for
some time in sailing ships a number of years ago.
Q.—How did you come this trip ?
A.—The Southern route.
Q.—In approaching the St. Lawrence by the Cape Race route, have
you any suggestions to make for the improvement of the same ?
A.—Well, I can't remember what these lights are as I go down, but
20 I keep my chart when I am navigating. But I can't tell you the difference
in the lights without my book of instructions, and I follow it up as
I pass in the ship.
Q.—Well, the first light is Cape Race ?
A.—Yes.
Q.—What kind of weather did you have this voyage ?
A.—It was clear past there.
Q.—What is your experience with the Southern route. Is it preferable
to the Northern ?
A.—Well, I prefer it in some seasons—I prefer it in the Spring season,
30 but in the Fall I prefer the Northern route.
Q.—How is the ice in comparison with the North on the Southern
route—Do you see more ice ?
A.—In the Spring Belle Isle is usually full.
Q.—But in the months of July and August ?
A.—Well, I don't believe in going by the Straits before the month
of July.
Q.—You usually go through the Straits in July ?
A.—Yes.
Q.—Do you think there is more ice to the South than to the North ?
A.—No, there is more to the North early in the season.
40 Q.—It doesn't extend so far, does it ?

A.—It must come from the North before reaching the South.

Q.—But the extension of ice on the North is not as great as on the South ?

A.—Yes sir, I have found it more so according to the season.

Q.—How is this light on Cape Race ?

A.—A fairly good light.

Q.—What about the fog signal there ?

A.—I never heard it—It was clear when I passed there. I may have heard it some years ago, but I don't remember.

10 Q.—What about the light on Cape Pine ?

A.—It seems to be a fairly good light.

Q.—Is there a fog signal there ?

A.—I believe not.

Q.—You didn't hear it this time ?

A.—No.

Q.—That light on Cape St Mary, do you make that at all ?

A.—No, I have not seen that, I steered for Flint Island light from Cape Pine.

Q.—Did you make St Pierre this time ?

20 A.—No, sir.

Q.—You didn't see the French lights at all ?

A.—No sir, just the loom of the land, but didn't pick up anything.

Q.—What about Cape Ray—Did you make it ?

A.—We didn't see the land at all. I called at Sydney for coal, and came up between St. Paul's and Cape Breton.

Q.—Can you make any suggestion as to any of the lights on Cape Breton ?

A.—Flint Island light is supposed to be a flash light, and I couldn't make anything but a steady light out of it.

30 Q.—Can you make any other suggestions there ?

A.—No.

Q.—What about the Bird Rocks ?

A.—I think that is a fairly good light, and I think the gun is a good fog signal too, if they keep it going.

Q.—It is a gun there ?

A.—Yes, I think so. I had occasion in the spring to go in there and pick it up.

Q.—You didn't have to pick it up this trip ?

A.—I went close to it, but it was in a snow-storm.

40 Q.—What was the first point you made—Point Rosier or Faine Point ?

A.—I got a North-East Gale, and ran the ship over on the Anticosti

Coast—in the lee of the Anticosti Coast, and picked up the South-West Point.

Q.—How do you find the soundings in the Gulf ?

A.—Not very correct in the Gulf, but outside the Gulf they are pretty correct.

Q.—How do the soundings in the Gulf compare with the charts ?

A.—Around the Bird Rocks they are right enough.

Q.—But when you get up past Fame Point ?

A.—I never did try the soundings there. I always had clear wheat-
10 her there, but I see it is laid down on the chart that you are close on the shore before you get soundings

Q.—Would you make any suggestions regarding the lights between Fame Point and Father Point ?

A.—I should say there should be stronger lights there. They are very poor lights.

Q.—And where there is a light you would advise a very powerful fog signal ?

A.—Either a whistle, a siren or a gun.

Q.—And there should be a distinction made in marking so many
20 different places ?

A.—Yes.

Q.—That could be done with a siren, by varying the number of blasts ?

A.—Yes.

Q.—In your experience a gun is not as good as a powerful siren or fog whistle, is it ?

A.—It is more distinct.

Q.—A gun ?

A.—Yes.

Q.—Have you ever had any trouble in picking up Father Point ?
30

A.—I picked it up this time at ten o'clock at night, and didn't get a pilot till eight o'clock in the morning.

Q.—What was the trouble ?

A.—There was a fresh breeze—a very cold fresh breeze from the North-East, right on the shore, and I waited a couple of hours and then I held the ship off the Coast again, and in the morning I asked the pilot what was the matter, and they said they didn't see my lights, and I had
burned them about two hours, and then hauled the ship off the Coast again
and then the pilots said they didn't see the ship—they never saw my
40 lights.

Q.—Did you signal the different stations coming up ?

A.—No sir, I hauled across from Anticosti. I didn't signal, only at Matane.

Q.—Did they answer your signal ?

A.—No sir, it was sun---down when I ran the numbers up, and I don't know whether they got the numbers or not.

Q.—Was it clear when you were waiting for the pilot ?

A.—There were showers during the night.

Q.—What day was that ?

A.—I think it was Thursday night. I arrived here on Saturday—
10 think that was Thursday night—I think it was Friday morning I got the pilot.

Q.—The pilot was there waiting for you ?

A.—Yes sir, he was there, I believe.—There is another thing—At these light houses there should be a better day-mark, for it is hard to pick them up in a snow-storm. They get covered with snow, and there ought to be some difference in the marks.

Q.—They are practically all the same ?

A.—Well, some of them have two bands, and some one, and some of them have stripes up and down, and if you have a North-East gale, the
20 snow will destroy that mark, and you don't know what light-house it is

Q.—What sort of distinguishing mark would you suggest ?

A.—If they had the light-houses different shapes.

Q.—Is that the way they are at other places ?

A.—No, they are mostly distinguished with bands.

Q.—Then they have merely followed the custom ?

A.—Yes sir, and the colors.—Some are white and some grey, and some partly red, and black.

Q.—Well, between Father Point and Quebec, did you have any trouble coming up ?

A.—No, sir.—I can't tell you anything more about that part of the
30 river. I depend on my pilot to bring me up there, by watching him.

Q.—Have you anything to suggest in the way of lights and buoys between Father Point and Quebec ?

A.—No.

Q.—Between Quebec and Montreal ?

A.—No, sir.

Q.—Do you think a pilot would know better than yourself what is needed between here and Quebec ?

A.—Yes, the pilots are the ones to tell you that.

Q.—In approaching by the Northern or Belle Isle route, have you
40 any suggestions to make for the improvement of the same ?

A.—No.

Q.—About this light on Belle Isle, would you advise a light being placed on the Northern part of the Island ?

A.—Yes, it would be better.

Q.—The light that is there now is a very good light, is it not ?

A.—Fairly good.

Q.—What is the next point you make after passing there ?

A.—I generally keep up the centre of the Straits to Cape Norman.

Q.—How is the light there ?

10 A.—Well, it is day-light. I don't know anything about the lights—
I never saw them.

Q.—Would you suggest any more lights in the Straits ?

A.—There ought to be a light on St Mary's Island there.

Q.—St. Mary's Island or Cape Whittle ?

A.—St. Mary's Island.

Q.—What point do make after that ?

A.—Anticosti—Heath Point.

Q.—Any suggestion to make regarding the lights on Heath Point ?

A.—No, if there was a light-ship placed off there it would be better,
20 for you wouldn't run the risk of getting too close to the shore.

Q.—The soundings are good there ?

A.—Fairly good, yes.

Q.—What is the next point ?

A.—Well, I would then make Cape Rosier or Fame Point.

Q.—Not South Point ?

A.—No, not if I had fine weather ; if I had a North-East gale I would
go up and make South-West Point

Q.—How is the light there ?

A.—A fairly good light —I have seen that.

30 Q.—Do you think it would be any improvement to place a light
between South-West Point and South Point ?

A.—No, I don't know that it would.

Q.—Do you think a new hydrographic survey of the Gulf would be
good ?

A.—I do

Q.—What is your experience of the currents of the Gulf ?

A.—I can't say anything about the currents.—I know there is a
freshet down, and that is all I know about it.

Q.—Would you suggest a fog horn or siren wherever there is a light ?

40 A.—Yes sir, and a difference in them all.

Q.—How do you find the lights on the St. Lawrence in comparison with the American lights or the lights in the British channel ?

A.—Very poor.

Q.—That is to say, they don't show far enough ?

A.—No, sir.

Q.—But in the St. Lawrence, they don't have to show very far ?

A.—But you don't want to be scratching the shore all the way.

Q.—You have seen the lights on St Pierre and Miquelon—How do these French lights compare with the Canadian lights ?

10 A.—I haven't seen those lights at all.

EXAMINED BY CAPTAIN RILEY :

Q.—I would like to ask your opinion, Captain, about Cape Pine, what would you suggest there ?

A.—Well, it would require a powerful light, and there should be a fog signal at all lights on this coast.

Q.—What is the shortest interval at which you think for signals should be sounded ?

A.—About every two minutes.

20 Q.—What sort of fog signal would you recommend ?

A.—I beg your pardon, I thought it was the signal on board ship that you referred to ;—You mean the signal at the light-houses ? I should say 20 minutes was too long—I should say ten or five minutes about the right time.

Q.—What sort of fog signal would you recommend as being the best ?

A.—Well, I consider a gun is as distinct a fog signal as we have.

Q.—What kind of lights do you recommend ?

A.—A fixed light is a good light. Very often you can't depend on a
30 flash light. An intermittent is a very good light.

Q.—Which is the best light ?

A.—A fixed light.

Q.—But in narrow waters where you have lots of lights around you?

A.—Well, that is different, a flash light would be the best in narrow waters.

Q.—Coming around to the Westward on the circle, what part of Belle Isle do you make most frequently—The North or the South ?

A.—South.

Q.—Are the soundings any good approaching Belle Isle ?

40 A.—I never took any there. I always had clear weather.

Q.—Do you find the soundings on your chart the same as you get from actual work on your ship?

A.—Outside the Gulf

Q.—But inside the Gulf?

A.—Not always.

Q.—Do you find the currents on the Chart the same as in actual navigation?

A.—No, I do not. I mostly find the currents setting to the Eastward,

Q.—You have been to Baltimore, Philadelphia and New York?

10 A.—Yes.

Q.—How do you find the navigation approaching these ports?

A.—Very good.

Q.—Very simple?

A.—Yes sir, I think so.

Q.—How would you compare the danger of approaching the Gulf of St Lawrence, and the ports on the American sea-board?—How does the navigation to Baltimore, Philadelphia or New York compare with the navigation from Belle-Isle Westward from Cape Race, Quebec being the objective?

20 A.—Well, if you have clear weather the approach to the St. Lawrence is as good as those approaches if you have clear weather, but if you haven't it is not as good.

Q.—What is your experience as to the weather?

A.—I find a great deal more thick weather in the approaches here than in the approaches to New-York, Philadelphia or Baltimore.—Boston I know nothing about.

Q.—Which do you think the most dangerous in narrow waters—A snowstorm or a fog?

A.—I couldn't make any distinction.

30 Q.—They are both bad enough, I suppose?

A.—Yes, sir.

Q.—Have you anything to recommend as an aid to navigation between Quebec and Montreal?

A.—No, sir.

Q.—You trust the pilots entirely in these waters?

A.—Yes, sir.—Of course I look after him.

Q.—How do you look after him -- that would seem to indicate a knowledge of the channel,—Do you know the navigation between Quebec and Montreal?

A.—No.

And further deponent saith not.

A. W. G. MACALISTER,

Official Stenographer.

I, the undersigned, A. W. G. Macalister, (Official Stenographer), hereby declare that the foregoing pages are a true and faithful transcript of the evidence given in this matter by captain Macdonald by me taken in stenography, the 16th day of October, 1900.

And I have signed.

10

A. W. G. MACALISTER.

DEPOSITION OF CAPTAIN WILLIAM H. TAYLOR,
OF THE S. S. "LAKE MEGANTIC".

20

taken the 23, October 1900.

EXAMINED BY MR. CAMPBELL, CHAIRMAN :

Q.—How many years have you been in command ?

A.—Nine years —Between nine and ten.

Q.—How long have you been coming to the St Lawrence ?

A.—18 years.

Q.—What other trades have you been in ?

30 A.—No other trade, only in sailing ships. I have been in this one trade in steamships.

Q.—Now, in approaching the St Lawrence by the Cape Race route, have you any suggestion to make as to the improvement of the same ?

A.—No, the only trouble is the light on Cape Pine and the fog signal.

Q.—Cape Race, how is that ?

A.—All right.

Q.—A good light ?

A.—Yes sir, I believe it is an eighteen or twenty-two mile light—I
40 am not quite certain which.

Q.—Is there a fog signal there ?

A.—Yes, a very good one, as far as I have heard of it.

Q.—Did you hear it this spring ?

A.—No. I had fine weather.

Q.—What about the light on cape Pine ?

A.—It is a good light—a 24 mile light, I think, but it is a fixed light, and if the weather is any way hazy you are liable to mistake it, and off Cape Pine a mile and a half or two miles off, a rock extends, which makes it awkward sometimes, so I would suggest on Cape Pine, one of those occulting lights which would be far better, as you can't mistake
10 it.—Three or four flashes every minute, and a fog signal there.

Q.—There is no fog signal there now ?

A.—No.

Q.—You think a siren is better than a gun ?

A.—Yes, a siren, not a gun. A gun is very irregular. You can't trust them.

Q.—And Cape Pine is an important light ?

A.—A very important light, which all ships make, even going to Halifax, or coming that way. You pass Cape Race and then Cape Pine, for there is a five-fathom sounding there, and very often you see Cape
20 Pine when you don't see Cape Race.

Q.—And the next place is Cape St. Mary ?

A.—Yes, that is of no importance, it is away off from the route.

Q.—Would you suggest another light on Cape St. Mary's ?

A.—No, that is a 24 mile light, I think.

Q.—What is the next light you pick up ?

A.—St Pierre and Miquelon.

Q.—Have you anything to say about these ?

A.—They are very good.

Q.—The soundings are good there ?

30 A.—Well, you may sometimes, in sounding, get not exactly what is on the chart, but I have found if I take them right through, a series of soundings, and compare them, you find them some good as a guide any way.

Q.—Well, then, Cape Ray, how do you find Cape Ray ?

A.—All right, sir, but the light on this side that is Port Basque, I think, that is a red light, that is a very poor light. It is not a very important light, it is more for coasting about, but it is important this way that very often in coming out from the South through the Gulf, you sometimes make it, and it gives you a distance off, and if you are too far
40 North it enables you to steer off before passing Cape Ray, for you can't

approach that Cape too close, for the rocks extend towards Port Basque. The Montpelier went on there.

Q.—Are the soundings good there ?

A.—Yes, but of course the Bank doesn't extend very far. The soundings are very deep, and of course to get them you have to slow down, because the depth is so great. And immediately you get 60 or 70 fathoms you are 3 or 4 miles off, and must haul your ship right off, that is, towards Cape Ray.

R.—What about Bird Rocks ?

A.—That is all right.

10

Q.—What is there ?

A.—A gun.

Q.—Would you suggest making a change and having a fog whistle there ?

A.—No, for vessels can always avoid it. The bank is very good there, and if you get 50 fathoms you have only to haul off into deep water, and I wouldn't suggest any alteration there at all, sir. But Fame Point ought to have a fog signal -- That is very important.

Q.—What about Cape Rosier ?

20

A.—It is too far in. We generally pass 10 or 12 miles off. We steer for Fame Point, to pass it 3 or 4 miles off ; While the trend of the land there may run you through between Fame Point and Cape Magdalen and there is no fog signal until you get to Cape Magdalen, so a fog signal at Fame Point is very important.

Q.—Before we get to Fame Point, can you suggest any improvements on the route ?

30

A.—Only the improvements I have suggested, as regards Cape Pine and Port Basque, and I don't think there is any other, for of course you get fog and difficulties in all straits, and as regards the soundings, well, sometimes I have found them vary from the chart ; I always have to take a series, and they compare very well.

Q.—This light at Cape Ray is a revolving light ?

A.—No, I think Cape Ray is a fixed light, but I am not sure, I would have to refer to the book, but I think it is a fixed light.

Q.—How do you find the working of these revolving lights in the St. Lawrence ?

A.—Well, they are all right, sir.

Q.—They seem to work accurately ?

A.—Yes sir, very often the weather is against them.

Q.—Do you ever check these lights ?

40

The witness :—How ?

Q. —It says on the chart it flashes every twenty seconds—do you ever check that ?

A.—We never sight a light but we count it to make sure.

Q.—And suppose you found it revolving wrong according to your chart, would you report it ?

A.—Yes.

Q.—Have you anything to say about the light on Fame Point ?

A.—No, it is a good light, but we want a fog signal there. It is really necessary, for there is nothing to guide ships that are passing Cape Ray
10 until they get to Cape Magdalen.

Q.—You prefer a fog signal to a gun ?

A.—Yes sir, a siren or whistle.

Q.—Would there be any advantage in having a light between Fame Point and Cape Magdalen—it is a big distance ?

A.—32 miles, I think.

Q.—You can pick up Cape Magdalen before you leave the other light?

A.—No, it is only an 18 mile light.

Q.—That is Fame Point ?

A.—Yes, and Cape Magdalen is something like that.

20 Q.—Then you would be able to pick up one before you lost the other?

A.—Yes sir, Cape Magdalen is a good light, and so is Fame Point.

Q.—Now, after you leave Cape Magdalen, your next point is Cape Chatte ?

A.—Yes sir, a very good light.

Q.—Is there a fog whistle or gun or anything of that kind there ?

A.—Yes, it is a gun.

Q.—Would it be a great improvement to have a fog whistle ?

A.—If you had a fog whistle on Fame Point and Cape Magdalen and one Cape Chatte, coming up to Anticosti and getting away to the
30 North, you would get confused.

Q.—There could be a distinction ?

A.—Yes sir, I prefer a whistle to a gun. A gun is no use whatever. It isn't safe ; you might pass a light-house half a mile off, and see the flash of the gun and not hear the report.

Q. Then you suggest a fog whistle at all these lights in preference to a gun ?

A.—Yes.

Q.—Then Matane is the next light ?

A.—That is all right.

40 Q.—What about that buoy off Matane ?

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A.—That is all right of course in summer-time, but I don't know how it would be in heavy weather, in a heavy sea, but if it was a very large gas buoy.

Q.—Or a bell-buoy?

A.—That is no good, for if there is a fog, the atmosphere is so heavy you can't hear it alongside.

Q.—What would you suggest?

A.—At night time a gas buoy—a jumping light on it.

Q.—It is a small buoy now?

A.—An ordinary sized buoy, about a mile and a half from land. We 10 very seldom use it, unless we are coming up.

Q.—Have you any suggestion to make regarding Father Point?

A.—No, only that it is a better place to land the mails than Rimouski.

Q.—There is a gun there?

A.—Yes.

Q.—Don't you think it would be better to have a good siren?

A.—At a place like that, where we go in to take pilots, they want a siren or whistle, and they want a gun as well, or something like that.

Q.—Why?

A.—Because they answer the vessels with their gun. You see, suppose you go in and show your lights or fire a gun, very often they 20 answer you with a gun.

Q.—You think the gun would be a good thing to answer vessels?

A.—Yes.

Q.—Why not answer the vessels with the fog signal?

A.—Of course I prefer a fog whistle to a gun, and being a very important place, there is no reason why they shouldn't have both. They must adhere to the regularity of the fog signals, about a minute or two minutes apart, and you might mistake it for another vessel.

Q.—There has been a new light placed on the Traverse?

30 A.—Yes sir, there used to be a lightship there, but now they have a built light there. It is very awkward at night time to judge your distance.

A voice:—That is only a temporary light.

A.—I didn't understand that, but it is very awkward at times going in like that at night time; you are close before you are aware of it, and a dark night you have to keep so so very close, it is awkward at times.

Q.—Approaching Quebec what about the leading lights?

A.—They are all right, sir.

Q.—Would you suggest an extra light on the Island of Orleans?

A.—Well, for instance, there is a buoy there after you pass the 40 Government Wharf till you get to Orleans there is no light, and it is a long

turning, and there are two buoys there, or one anyway, in the fairway and if it was a gas buoy there would be no fear of vessels running it down, or passing on the wrong side, which you are liable to do running, down, especially if running down with the ebb, for the tide carries you so quick, very often the ship over-runs her distance with you.

Q.—Have you any suggestion to make about going out of Quebec at night?

A.—That is what I mean—going past Orleans Island

Q.—Between Quebec and Montreal, have you any suggestion to
10 make?

A.—Well, only as regards the channels—they are very narrow.

Q.—Would it be possible to navigate from Lanoré to Montreal, with proper lights—if you had gas buoys?

A.—No sir, not with a ship like mine anyway.

Q.—With a twin-screw boat?

A.—No sir, unless with tugs ahead and astern or something like that, to turn you in the narrows.

Q.—Could you navigate the lower reaches of the river, leaving Quebec to the Westward, if there were gas buoys?

20 A.—Yes, we can now at night time as far as Cape LaRoche. We go through the Richelieu at night time now.

Q.—You have some gas buoys there?

A.—Yes.

Q.—Are they good?

A.—Yes, we couldn't do without them; we couldn't possibly go through Cape LaRoche at any rate at night time; it is so narrow that a ship like that couldn't do it unless you had tugs ahead or astern to slew her round at the bends. You see it is a deep narrow cutting.

Q.—You have nothing else to suggest about the approaches to Que-
30 bec?

A.—No.

Q.—In going towards the East through the Straits, have you any suggestion to make regarding Heath Point—I suppose that is what you head for, or is it South Point?

A.—South Point usually—we generally pass it about seven miles off.

Q.—South-West point, you don't make that?

A.—We do at a distance off. It is of a very little importance.

Q.—Between South-West point and South Point, have you any suggestion to make there?

40 A.—No.

Q.—There are good soundings there ?

A.—Yes.

Q.—How often do you use the lead as a rule ?

A.—We cast the lead every hour between Belle Isle and Anticosti, fair weather or foul.

Q.—But suppose it is thick ?

A.—That depends on how we approach. If we are near the land, we keep it going every half hour.

Q.—You can run quite a distance in half an hour ?

10 A.—Yes. If we are close we keep it going every ten minutes

Q.—Well, how is the lighting on South Point ?

A.—A very good light,

Q.—Is there a fog whistle there ?

A.—Yes.

Q.—A pretty good whistle ?

A.—Yes, only because we pass at such a distance off we don't generally hear it.

Q.—How about Heath Point ?

20 A.—Between South and Heath Point comes Cormorant Point. In passing we keep to the Westward, and pass Heath Point perhaps three or four miles off, and haul your ship around for South Point, and you pass Cormorant Point about one and a half miles away. I should suggest something there although the distance is very short between South Point and Heath Point.

Q.—Wouldn't you suggest either a lightship or a light at or about Heath Point ?

30 A.—You want it somewhere around Fox Bay — I am talking about Cormorant Point, which is to the South. Fox Bay is to the North, and most decidedly ships coming down there off to the North are liable to shut out Heath Point light.

Q.—Well, you would suggest another light or lightship ?

A.—Yes, there is something wanted there, if you are sent to the North, and I should think a lightship just as good, but of course a lightship is liable to drift. Certainly another light would be advisable.

Q.—To the North of Heath Point ?

A.—Yes.

Q.—For ships coming to the Westward ?

A.—Yes sir, between Fox Bay and Heath Point.

Q.—How far off Anticosti should the lightship be ?

40 A.—Two or three miles off Fox Bay, but as regards the fog, there is no limit as to where you strike it.

Q.—The soundings are good ?

A.—Yes sir, very good approaching Anticosti. You can run from shallow water into deep and from deep water into shallow, and then South into deep again.

Q.—At Heath Point is it a gun or a fog whistle ?

A.—A gun.

Q.—Do you always check by that gun ?

A.—I have heard it a few times, but not often. We don't go in close enough to hear it in foggy weather.

10 Q.—It would be better to have a good strong siren ?

A.—Yes.

Q.—What about a light on St Mary's ?

A.—That is a very important place, because if the wind is from the South you get set to the North, and going down this is a long course 230 miles, from Point Amour to Anticosti, and you generally make one course down, and pass St Mary's ledges about ten or fifteen miles off.

The examination of Captain Taylor is adjourned till the next day, the 24th of October, at half past ten in the forenoon.

20

CONTINUATION OF DEPOSITION OF CAPTAIN TAYLOR.

The twenty-fourth of October 1900.

30 EXAMINED BY MR. TORRANCE, IN THE CHAIR.

Q.—Well Captain, after you leave Heath Point—you suggest a light at St Mary's.

A.—Yes.

When you approach the Western entrance to the Straits is everything all right there ? I mean going East ?

A.—Yes sir, since they have put the new light there on Flower Island. That is a great advantage.

Q.—Have you anything to say about the Straits ?

A.—Not about the Straits exactly, but around Belle Isle.

40 Q.—What about the light and the fog whistle at Cape Norman ?

A.—That is all right and the fog whistle is splendid, and you can approach very close on that coast for you can always get good soundings there.

Q.—What about the land itself?

A.—I should suggest a light house somewhere on the North-East of the Island because the vessels going in to the Westward on the Northern route from the North of Ireland on a circle track, if they get set to the North the coast, but it shuts the present light out entirely. It shuts it outside the arc of visibility.

10 Q.—Have you soundings near Belle Isle.

A.—Yes sir, but they are very deep. In approaching Belle Isle if you get soundings at all you are six or seven miles off.

Q.—In approaching Belle Isle you always sound?

20 A.—Yes, if we can't see. If we see the light the ordinary distance off we don't sound. But you can sound and get sixty or seventy-five fathoms within a mile or so of the rocks, and at the same time you can get the same soundings five or six miles off. Of course in sounding like that, the soundings range probably from 6 to 80 fathoms. You might be five miles off and get 70 fathoms and get just the same at two miles off, and when you are well in the line with Cape Bald and Belle Isle light-house then you get 50 or 60 fathoms.

Q.—If there is a thick fog there and you can see nothing, what do you do?

A.—Haul out and wait till it clears. You can't attempt the Straits unless you see something. This time coming I saw Belle Isle—it was snowing from the North East very heavy and I made Belle Isle. The land was covered with snow and I could not make anything out, no light-houses or anything so I hauled the ship out and waited five hours until it cleared up.

30 Q.—If you are sailing from Liverpool bound for Montreal, without any instructions from your owners as to which route you should take, which route would you go on the 1st. of September?

A.—I would go by Belle Isle because I always prefer Belle Isle from the middle of July up to the 1st. of November because the distance is shorter by South 180 and North about 200 and of course the ice track does not extend so far. You can run eighty, ninety or one hundred miles from Belle Isle without expecting to meet much ice but by the South when you are three hundred miles from Cape Race you meet a lot of ice.

Q.—But you don't meet so much ice?

40 A.—Perhaps you meet more by the Northern route, but you are

farther in and the distance in the ice is so much shorter that it pays you to come in that way.

Q.—What sort of weather is there ?

A.—Very changeable and treacherous in the fall after the middle of October and up to the 19th of November you get a great deal of snow,

Q.—More that South ?

A.—Yes, because you get less sun there.

Q.—You sail on Friday the 26th of October. ?

A.—Yes.

10 Q.—How will you go ?

A.—Through the Straits. I always go through up to the 1 th of November If I can make the Straits by the 9th of November I go through but if it is the 11th I go south. There is one suggestion I want to make around Belle Isle and that is a light on the North-East part of Belle Isle for vessels approaching from the Eastward going west. A vessel coming from the North channel, if you are North at all you get North of Belle Isle and you make the Labrador Coast and there your chart is cut off and I think that the chart should be extended about 50 or 60 miles farther North than it is now, for otherwise you get right off your chart.

20

Q.—I suppose it hasn't been surveyed ?

A.—Yes, you get another chart taking you farther North. Somewhere about Hudson Bay, but the East portion of Labrador is not shown on our regular chart. And if you get set up with a Southerly wind and get to the North you make the land there and you have no idea what land it is for you have no chart for it.

Q.—Have you ever gone up North of Belle Isle ?

A.—Yes, several times.

Q.—Is there deep water there ?

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A.—There is one shallow patch on a recent chart which would seem to be a a five fathom patch but it is close in, in fact there is better water North than there is South, but there is no light. And of course very few vessels make the North of Belle Isle, for the majority of vessels go in from the South.

Q.—I don't quite understand about the chart ?

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A.—Well, the chart that takes in the North part of the Newfoundland extends as on this chart here, and takes in a small portion of the Labrador shore, and I would suggest that the chart be extended at least 50 or 60 miles further North, so that vessels coming in from the North of Ireland on the circle if they happen to be set North of Belle Isle and make the Labrador shore may know where they are. And coming in on that

circle you are two hundred or two hundred and fifty miles off Belle Isle at noon perhaps and there is no chart only the North Atlantic chart that you can project your ship on.

Q.—Are there charts in existence now ?

A.—Yes, sir.

Q.—But just now you said that if a ship was going in on the North circle you have no chart to put your ship on.

A.—Well, there is only the general North Atlantic chart, and if as I said about noon you are 200 or 250 miles from Belle Isle about midnight
10 or later on you have to put your ship on another position on the local chart, but if you were at noon of the day on chart which takes in the North East part of Newfoundland and East Labrador, you put your ship on that chart and you know where you are at noon without shifting your position to another chart. I think the chart should extend at least 50 or 60 miles farther North than it does to enable ships coming from the North of Ireland to be located on that chart at least two or three hundred miles from Belle Isle.

EXAMINED BY MR. CAMPBELL

20 Q.—When you make for the Straits, as a rule if it is thick weather, or even if it is not, don't you often find yourself very much more to the North than to the South ?

A.—No sir, unless there is a Southerly wind

Q.—How are the currents as a rule.

A.—We are in the Arctic Current and the prevailing currents as a rule are to the South.

Q.—In your experience do you generally find if it is thick weather, do you generally find yourself more to the South of the Island than to the North ?

30 A.—No it all depends on the wind. If it is at all from the south you will find yourself set to the North, but in ordinary fine weather you will generally set a wee bit South

Q.—If you take the great circle track, doesn't your position take you more to the North ?

A.—Yes sir, if you over-run your distance the least bit or change one degree in your course it will set you off, and you shut the light out, and at night time you have no means of seeing the light.

Q.—Don't you very often find yourself to the North of Belle Isle light?

A.—Yes sir, because the prevailing wind on the North Atlantic is South-West and of course very often you might get set away to the
40 North without being aware of it.

Q.—Now suppose that you are ten or twelve miles to the North of the light, would you be able to see that light—that is the present light ?

A.—No sir, on the circle track if you were half a mile to the North of the light and approaching Belle Isle you won't see the light. If you are set one mile to the North of the light that is if the ships head is coming in North of the light on the Island, and you are steering for the centre of the Island, you are so far North that you shut out the arc of visibility.

Q.—One mile North ?

A.—Well, I should say so, the least bit North you shut it out. You
10 may be steering right for the light but set North of it and you then shut the light out, and so if it is night time the first thing you know you see the land ahead.

Q.—Why is that ?

A.—Because the light is on the South of the Island, and approaching on the North the land is so high that the light is shut out and can only be seen after you open the North-East part of the Island, that is after you get to the North-East part of the Island, but you don't open the light till it is very dangerous on the Northly course. But of course it is all right from the South.

20 Q.—And going to the East it is all right ?

A.—Yes, you can see it right around the Straits.

Q.—Is it a fact that there are outlying reefs to the North of the Island ?

A.—Yes.

Q.—How far from the Island ?

A.—I think they are about two and a half or three miles from the Island.

Q.—You have been there, I suppose ?

A.—Yes.

30 Q.—On a clear day ?

A.—Yes.

Q.—How is the land there—mountainous and hilly ?

A.—Yes sir, its bold all over everywhere except the North-East ledges and the five fathom patch in the North channel.

Q.—How are the soundings ?

A.—There are no soundings.

Q.—If you are two or three miles off ?

A.—You will get shallow water then but would have it all over.

Q.—So a light there would be a great advantage ?

40 A.—Well, it is necessary that there should be a light.

Q.—Will you please look at the letter I will now show you, dated

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the 4th. of September 1900, addressed to the Elder Dempster Company, and signed by the Deputy Minister of Marine and Fisheries, and state whether you agree with the things expressed in that letter.

A.—Well I don't agree with this at all. The fact of the North East ledges being there shows that there should be some light for vessels approaching from the North, because you are very likely to be set North and of course you will run right for them, and in this letter he says that they advise making Cape Bald; now that is another place that I don't agree with making because the only danger on the Island of Belle Isle is 10 the North-East ledge, whereas around Cape Bald, the land is low and broken and there are a lot of islands and if you get set in at all, and if it is at all hazy you will mistake your position.

Q.—The Scotsman was lost up there?

A.—Yes sir, on Belle Isle.

Q.—Well, suppose there had been a lighthouse and a station there would it not have been much more convenient for the passengers and crew to have gone to that lighthouse rather than to have travelled away down to the light down South?

A.—I don't think so but I will say that I am of the opinion that if 20 there had been a light there the vessel would not have been lost.

Q.—If you knew there was a light there you would be on the lookout for it?

A.—Yes.

Q.—And suppose a vessel did get on that reef could not assistance be rendered by the lighthouse keeper or couldn't you get to the light house?

A.—You probably could get there.

Q.—Well, the other light is fifteen miles off?

A.—Yes sir, the nearer the lights the better of course Belle Isle is 30 very steep and awkward at all points and very awkward to get at.

Q.—If there was a light there do you think it would induce vessels to go to the North?

A.—No sir, I would always steer for Belle Isle light, but you would use the North-East light as a protection.

Q.—You would not make it a rule to go the North way on account of that light?

A.—No sir.

Q.—It would not make any difference to what it is now?

A.—No sir, except if a ship was set to the North they would make 40 the North-East light.

Q.—Then it would not be a detriment at all?

A.—No sir, it would be a great advantage.

Q.—What is the length of Belle Isle Island ?

A.—Twenty miles I think.

EXAMINED BY CAPTAIN REILLY.

Q.—What kind of lights do you recommend ?

10 A.—Occulting lights, but not lights that are two minute lights, they are not good lights because you very often have to wait so long. You may have been running along the coast and you may see a light and then have to wait two minutes before you see it again and by that time you have probably got out of the range of it or into a mist or fog and so you miss it and are doubtful whether you ever saw it, whereas if it was two or three seconds or something like that you are sure to see it

Q.—When do you usually find snowstorms prevailing in the Gulf?

A.—In the fall.

20 Q.—Have you any trouble with the day marks coming in from the North down the Gaspe coast have you any trouble in distinguishing between the various light houses in the day time ?

A.—Yes sir, for in the fall they are covered with snow.

Q.—What would you recommend ?

A.—These light-houses would be far better with a tall mast at the top of them with some distinguishing mark at the top of the mast because the light-house being probably on a cliff and the land being covered with snow even in fine weather you see something but you can't distinguish it from the land, but if there was ball on the top or something like that to distinguish it you would know at once.

Q.—Do you think this is a necessity ?

30 A.—Yes.

Q.—Have you gone to New-York and Baltimore ?

A.—Yes sir, in the winter.

Q.—Do you find the navigation at these ports much easier than the St Lawrence ?

A.—Yes.

Q.—In what way ?

40 A.—Well, you see the St Lawrence is such a long inland navigation from the time you make Cape Race till you get to Montreal, it is practically a thousand miles inland, but the inland navigation to Boston is only about one hundred miles.

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Q.—Do you find the soundings a very safe guide approaching these southern ports ?

A.—Yes.

Q.—Do you find the soundings any good approaching Belle Isle ?

A.—Well, the soundings don't extend very far, and immediately you get soundings at Belle Isle you are close in.

Q.—And practically they are no good ?

A.—They are of some use but you have to be very careful. The soundings are so deep that very often you have to slow the ship to get them.

10 Q.—You have good soundings approaching Cape Race, have you not?

A.—Yes sir, very good.

And further deponent saith not.

A. W. G. MACALISTER,

Official Stenographer.

I, the undersigned A. W. G. Macalister, of the City of Montreal, Official Stenographer, hereby declare that the foregoing pages are a true and faithful transcript of the evidence given in this matter by Captain Taylor on the 24th day of October 1900

And I have signed.

20

A. W. G. MACALISTER,

Official Stenographer.

DEPOSITION OF CAPTAIN VERNON LANDER,
OF THE STEAMSHIP "YOLA".

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Taken the 24th day of October 1900.

EXAMINED BY THE CHAIRMAN.

Q.—Where are you trading, Captain ?

A.—London and Montreal.

Q.—How long have you been in command ?

A.—Three years, but I have been trading to the St Lawrence as an officer for ten years.

40

Q.—You left London this voyage ?

A.—Yes.

Q.—What route did you take ?

A.—I came in North Belle Isle way.

Q.—Did you get any instructions before sailing as to the route you were to take ?

A.—No sir, the owners left it entirely to me.

Q.—And you elected the Belle Isle route ?

A.—Yes, because it is the shortest route ?

Q.—But don't you meet a good deal of ice there ?

10 A.—I didn't meet any there this time at all, but as a rule we expect to meet a lot

Q.—More than South ?

A.—No, but we don't get it so far out.

Q.—In other words you know exactly where it is ?

A.—Yes sir, you get ice three hundred miles off Cape Race, but here you get it fifty or sixty miles off.

Q.—I thought the ice track was 150 miles ?

A.—Yes but you don't often see it more than 50 miles.

Q.—In approaching Belle Isle, have you any suggestions to make ?

20 A.—I suggest that there should be a light at the North end of the Island and a good fog whistle.

Q.—Why ?

A.—Coming in from the North on the great circle, if you happen to be a very little to the North of the course you can't see Belle-Isle light at all.

Q.—You think that wouldn't interfere with the other light at all, that in you would make for the one and leave the other alone ?

A.—I would always make for the South light, but the new light would be a great help if you were to the North.

30 Q.—How about the light on the Newfoundland Coast on the entrance to Belle Isle is that a good light—that is Cape Bald ?

A.—That is at good light.

Q.—Have you soundings outside of Belle Isle ?

A.—Well yes but not very far away.

Q.—I suppose you always sound going in ?

A.—Yes sir, always.

Q.—You have had some experience on Belle-Isle.

A.—Yes sir, I was sixteen days there.

Q.—How was that ?

40 A.—I was in the Mexico when she was lost I was chief officer of her.

Q.—She was lost on the West side of the Island ?

A.—Yes, the opposite side from the Scotsman.—About the centre of the Island.

Q.—What time of day was it when she went ashore ?

A.—Six o'clock in the evening in a thick fog.

Q.—Did you hear the whistle on Belle Isle ?

A.—There was no whistle then, it was a twenty minute gun.

Q.—Did you hear it ?

A.—We heard it after we got on the rocks

Q.—Of course that has been remedied now ?

10 A.—Yes.

Q.—Did you have any experience on that part of the Island where this light would be placed ? NE, I suppose ?

A.—No, we couldn't get there. It would take a whole day's walking.

Q.—What do you think about this letter which is now shown to you, dated the 4th. of September, 1900, addressed to the Elder Dempster Company, and signed by the Deputy Minister of Marine and Fisheries.

A.—If a man got North he doesn't get there of his own free will.

Q.—And if he is North he likes to know it ?

A.—Yes sir, and that letter says he shouldn't go there. Well he doesn't
15 go there of his own choice.

Q.—And supposing there was a light there, you wouldn't endeavor to go Norte ?

A.—No but if I was North I would see it.

Q.—The light would indicate danger ?

A.—Yes.

Q.—How far can you hear the fog whistle at the South end of Belle Isle ?

A.—I have never been near enough to hear it since they have had it. This time there was a snow-storm but I got hold of Cape Bald—I was set
30 to the South.

Q.—What did you do ?

A.—I went on. I could see about a mile and so it was quite safe to go on, but if it had been thick I would have hauled out to sea and not attempted the Straits.

Q.—How about the Western entrance, after you get through the Straits ?

A.—It is lighted well, but they need a fog whistle on Flower Island.

Q.—What about this light on Greenley ?

A.—That is good and there is a fog whistle there too.

Q.—Have you ever heard it ?

40 A.—Yes sir, it is a good one.

Q.—Now, at Anticosti—have you any suggestion to make between Anticosti and Belle Isle ?

A.—Yes sir, there should be a light and fog whistle at Cape Whittle or St Marys. Going up I should like it at Cape Whittle but going down I should like it at St Mary's.

Q.—If you could only have one which would you like ?

A.—It is hard to say. I should like one at both places

Q.—Are there good soundings at Anticosti ?

A.—Yes sir, and a good light and fog signal.

10 Q.—Everything is satisfactory there ?

A.—Yes sir, I am quite satisfied with that.

Q.—Wouldn't you recommend a light ship further up on the Island for if you make a little North of the light you don't see it ?

A.—Well, if they had one away towards the North East corner.

Q.—Around Fox Bay ?

A.—Yes.

Q.—There is no light now at Fox Bay ?

A.—Yes.

Q.—What about South Point, would you recommend any changes
20 there ?

A.—No, I never go near South Point. Anyway it is quite safe there as there are good soundings.

Q.—Would you recommend anything between South Point and South West Point ?

A.—I don't think so. There are good soundings there.

Q.—When you leave South Point, where do you make for ?

A.—I always steer up to about two miles North of Magdalen, and then I try to get hold of Fame Point and pass it about six miles off.

Q.—Is there a good light there ?

30 A.—Yes but there is no whistle. It wants a whistle.

Q.—The lights on the coast there up to Father Point at the different places, what have you to say about them ?

A.—I should suggest an alteration at Magdalen. A quick flashing light—it is every two minutes now a red and white alternating light, you can catch it sometimes and have to wait a long time before you see it

Q.—There is a good fog whistle there now.

A.—Yes.

Q.—What about the other light ?

A.—They are all right. But there is a buoy off Matane, would be
40 better if a gas buoy. A gas buoy off Cock Point would be useful to us for picking up our pilots at Father Point.

Q.—What do you say as to the necessity of fog signals ?

A.—I think there should be one wherever there is a light.

Q.—Coming in South—What have you to say about Cape Race ?

A.—There are good soundings and a good light

Q.—Then what would be your next point ?

A.—Cape Pine.—That is a poor light. At least it is a good light, but it is a fixed light. It should be a flashing light

Q.—Well, what comes next ?

A.—St Pierre and Miquelon. They are all right.

10 Q.—The French lights as a rule are good ?

A.—Yes.

Q.—And the next place ?

A.—Port Basque. There is a red light there which is absolutely useless.

Q.—You don't often make that light?

A.—No sir, for Cape Ray is the leading light and it is a good light

Q.—Have you anything to say as to the navigation on the pilot ground between Father Point and Quebec ?

A.—Well, they are making an alteration in the traverse now and that
20 will be a good thing when it is finished.

Q.—What about the leading lights going in to Quebec? Suppose you arrive at the Island of Orleans at night, is there any trouble in getting into Quebec at night.

A.—No. I have never had any.

You don't think it necessary to have leading lights on the Western cee of Orleans ?

A.—No I don't think so.

EXAMINED BY M. J. CAMPBELL.

30 Q.—Talking about the Island of Orleans don't you think that going to the Eastward it would be a great advantage to have a good light, for you know a vessel took the wrong channel there a little while ago ?

A.—There is a good light on the South-East corner, but you mean where the hotel is.

Q.—Yes, on the top of the Island ?

A.—It wants a good light there going East.

Q.—But there is a possibility of the pilot taking the wrong channel, as he did with that vessel of the Leylands ?

A.—Yes.

Q.—What about a new hydrographic survey of the Gulf of St. Lawrence ?

A.—I would recommend that, for a lot of the soundings you get along the Gulf don't tally at all, and I always make a point when I am going down by Bird Rocks, I always use my lead there in fine weather or bad, and very often you know exactly where you are and it does not tally at all with the soundings

Q.—How do the lights on the St Lawrence compare with the American and British lights ?

10 A.—The American lights are better. They are brighter and are flashing lights, easier to distinguish and pick out.

Q.—Do you prefer flashing lights ?

A.—Yes, sir.

Q.—How do the American lights compare with the British lights

A.—They are better than the English.

Q.—How do our lights compare with the light in the English Channel ?

A.—Our lights in the English Channel are splendid lights, and the French lights on the other side, you can see them all the time in the sky.

20 Q.—Can you see them better through a fog ?

A.—Yes sir, they throw their light up instead of down on the water, it goes up into the sky and if there is a low lying fog you can see the light high up. You can often see it from the mast head above the fog.

Q.—Can you suggest any improvement for the day marks on these light-houses ?

A.—Yes sir, it is hard to distinguish these light-houses, especially for a stranger, and I would suggest if they had a large mast or something like that going up above the light with different symbols and different colors, that would not be obliterated by the snow.

30 Q.—What is your opinion regarding the River between Quebec and Montreal, as to navigating at night ?

A.—I wouldn't care to do it at present.

Q.—But suppose you had gas-buoys ?

A.—If it was gas-buoys with a beautiful clear moonlight night there is no reason why you couldn't go.

Q.—You wouldn't care about going down ?

A.—No sir, not with such narrow turns and bends.

Q.—You came up from Father Point all right at night ?

A.—Yes sir there is more room there.

40 Q.—Have you had any trouble in getting a pilot at Father Point ?

A.—No sir.

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Q.—There is a good light there ?

A.—Yes sir, but there should be a gas-buoy there off Cock Point for you have to keep outside of the buoy that is there. You can't see it at night and so you have to give it a berth of about two miles—that is off Cock Point.

Q.—Have you ever heard the gun or the fog-horn ?

A.—Not for the last six years.

Q.—You have always had clear weather there.

A.—Yes sir, I have been fortunate.

10 Q.—When you sound your whistle does he (lighthouse man) fire the gun ?

A.—Perhaps he doesn't hear your whistle. There might be a little wind blowing from the light-house and he does not hear you.

Q.—Do you think it would rather mix you up with other steamers ?

A.—No sir, if he would blow three blasts all along, or two high and one low or some other distinguishing mark it wouldn't mix you at all. And then at the Bird Rocks there is a gun there every twenty minutes. You might go by and hear it once and then you would not be sure of it and you would think you had heard something else it might be a noise
20 down about the deck somewhere and you go on and never have an opportunity of hearing it again.

Q.—You would recommend abolishing the gun altogether and having the fog whistle ?

A.—Yes sir. When I was on Belle Isle I saw steamers go in close and didn't hear that gun.

Q.—How often should a fog whistle be sounded ?

A.—Not a longer time than a minute when it is thick fog.

Q.—Which route do you prefer from choice to go to Montreal ?

A.—In the months of August and September I prefer Belle Isle.

30 Q.—Have you anything to say about the River going from Montreal out on the river ?

A.—Well, of course I have been a shore here opposite the gas-works once and the way that occurred was that we had a dense fog come down all of a sudden, and the buoys were far apart and we could not see them and we could not go ahead and so we actually went ashore I should suggest a few more buoys there for they are too far apart.

Q.—These are the only difficulties you can speak of. Well in turning the ship off Montreal ?

A.—But you can get up into slack water to do that.

Q.—Do you consider that you are sufficiently conversant with the

question to speak authoritatively about the lights between here and Quebec ?

A.—No, I do not.

Q.—You trust to your pilot ?

A.—Yes, we have our books,charts etc. can look them up and find out, but we have not got them in our memories as well as we have the Gulf.

And further deponent saith not.

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A. W. G. MACALISTER,

Official Stenographer.

I,the undersigned,Alex. W.G. Macalister, Official Stenographer,do here by declare that the foregoing pages are and contain a true and faithful transcript of the evidence given in this matter of Captain Vernon Lander on the 24th day of Oct. 1900.

A. W. G. MACALISTER,

Official Stenographer.

20

DEPOSITION OF CAPTAIN GEORGE BUCKINGHAM,
OF THE STEAMSHIP "RAPIDAN".

EXAMINED BY THE CHAIRMAN;

30 Q.—Where are you trading ?

A.—I have been here the last three voyages,that is all my experience here.

Q.—You have not been here in the past ?

A.—No, I have been in the Newport, News Trade.

Q.—Where are you trading now ?

A.—Between Antwerp and here.

Q.—And Hamburg ?

A.—No sir, Antwerp direct.

Q.—What route did you come in by ?

A.—South.

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Q.—I suppose there is not the same object for you to come North ?

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A.—No sir, I should lose. If I had my idea I should always come South.

Q.—Coming into Cape Race you have good soundings ?

A.—Yes, I came and it was very thick, and I had one of those telegraphs from the bridge to the stern and I told the officer in charge if he got less than 40 fathoms to ring me up.

Q.—How often do you sound ?

A.—Every half hour.

Q.—What have you to say about the route from Cape Race up ?

10 A.—Well, I went to Cape Pine, but I went to Sydney this time for coal.

Q.—Is the light at Cape Pine a good light ?

A.—Y^es, but it is a fixed light and it should be a flash.

Q.—The American lights are better than the Canadian ?

A.—Well, I don't know that they are better but it is a better system. I know of three cases where vessels went ashore through a fixed light. I have seen a fisherman's light twelve miles on a fine clear night.

Q.—Do you think in all cases we should have flashing lights ?

20 A.—Yes sir, I would not have a fixed light on the coast. When I came up it was thick with rain and I saw Cape Pine and there were fishermen anchored outside me and their light was quite as bright as Cape Pine.

Q.—There are a great many fishermen there ?

A.—Yes sir, it was blowing hard at the time.

Q.—That was East of Cape Race ?

A.—No sir, inside of Cape Race between there and Cape Pine. I think they had got caught out and had to anchor.

Q.—What point in the river do you be steer for first ?

A.—Fame Point

Q.—What have you to say about that light.

30 A.—I haven't seen it by night. I have come up by day.

Q.—Is there a fog signal there ?

A.—I forget just now.

Q.—Do you think there should be one ?

A.—Yes sir, I think wherever there is a light a fog signal is just as necessary as the light.

Q.—What kind of fog signal do you recommend ?

A.—A siren or whistle. I have seen the smoke from a gun and never heard the report. That happened at Kinsail in England.

Q.—How close were you ?

40 A.—I think I was about three miles. I don't know, but they say that

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sound travels curiously—it may have gone over me. I saw the smoke but I didn't hear the report.

Q.—You think if there had been a fog-whistle there you would have heard it ?

A.—I think so. I hear Cape Race coming up and I didn't see it and I heard the whistle quite plain.

Q.—How about Cape Ray ?

A.—I went to Sydney for coal.

Q.—But you have passed there ?

10 A.—Yes, it was a very good light there.

Q.—Did you notice the revolution of the light there ?

A.—Yes, they seemed to be all right, but of course a man counting it may be out a few seconds. It was quite good enough to determine that it was Cape Ray

Q.—You never came by Belle Isle ?

A.—Once about twenty years ago on a sailing vessel.

Q.—Did you make the Bird Rocks coming in this time ?

A.—Yes, I did about five o'clock in the evening.

Q.—Was it thick or clear weather ?

20 A.—A clear ; rain on first voyage.

Q.—Were they firing the gun ?

A.—I was eight or nine miles off—too far off to hear it. I think there should be a light over between Point Neuf and Pointe Des Monts in the Lower St-Lawrence. I can't speak of Father Point. It was blowing hard and thick snow and I slowed down and was pretty near over to the other side the next morning and that is only a five mile light, I think.

Q.—On the North side of the St-Lawrence ?

A.—Yes, but it was thick snow and I thought there was no use going to Father Point for I could not get a pilot anyway and as soon as I
30 got soundings I saw these two lights. They are only five mile lights and they look like a steamer, one higher than the other.

EXAMINED BY MR CAMPBELL.

Q.—You have a written statement of what you think would be the best arrangement of lights ?

A.—Yes.

Q.—Have the Americans no stationary lights ?

A.—They are nearly all flash lights now.

Q.—Do they use any guns ?

40 A.—Mostly sirens.

RE-EXAMINED BY THE CHAIRMAN.

Q.—Would you kindly state what your statement covers so that we can hear the same ?

A.—Cape Race should be a revolving light with one flash. If you want to make a uniform light let Cape Race have one flash and Cape Pine, which is now a fixed light be a revolving light with two flashes and then Port Basque could be a revolving light with three flashes. Then Cape Ray with four flashes. Then St. Paul's, which is now a fixed light, 10 on the North side would be a revolving light with five flashes, and the Bird Rocks would be a revolving light with six flashes. It is a fixed light now. They were speaking of a light ship off Anticosti and I find you can get from 26 to 30 fathoms of water there—15 miles off. Splendid soundings.

Q.—What about Heath Point ?

A.—Revolving seven flashes.

Q.—Where would the light be placed ?

A.—The same light as it there now. I would like to say that I approve of the light-ship off Anticosti.

20 Q.—Now the next place ?

A.—South Point eight flashes.

R.—In what time ?

A.—In the minute.

Q.—Wouldn't you get mixed up the flashes if they went up to eight ?

A.—No, sir. On the American coast Cape Charles is forty-five first four and then five. Of course it would require an expert to determine what time to give the flashes in.

Q.—But suppose you have had the eight flashes, when would the next eight flashes come ?

30 A.—Say thirty seconds after.

Q.—It is practically going all the time ?

A.—Yes sir, all the time. As soon as they finish one they start another.

Q.—It is all automatic ?

A.—Yes, of course.

Q.—What next ?

A.—South-West Point—nine flashes.

Q.—And next.

A.—West Point ten flashes ?

Q.—What next ?

40 A.—Cape Rosier—eleven flashes ; Fame Point twelve flashes ; Cape

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Magdalen thirteen ; Martin River, fourteen ; Cape Chatte, fifteen ; Matane, sixteen ; Little Metis, seventeen ; Father Pointe ; eighteen ; Point des Monts ; a revolving light of any description and a good light between Pointe des Monts and Point Neuf.

Q.—What do you think about the day marks ?

A.—I think there should be a big post and day marks the same as the light-ships, a ball or a square or a double diamond etc, and these should be on a post close to the light-house and then if it is covered with snow the light house keeper can give it a good shake and get rid of all
10 the snow.

EXAMINED BY CAPTAIN RILEY :

Q.—Have you made any mention of Matane Reef ?

A.—No sir, I have not.

Q.—How often do you think that gun should be fired at Bird Rocks?

A.—Not longer than five minutes.

Q.—Not at intervals of half an hour ?

A.—A ship could go ashore half a dozen times in that time.

20 Q.—Wouldn't you consider a hydrographic survey, such as carried on by the American Government, a very good thing in the St Lawrence ?

A.—I have only been here three voyages and I don't know how the coast is surveyed.

Q.—From your actual soundings do you find the charts pretty correct ?

A.—Yes sir, fairly good.

Q.—What about the navigation of the river ?

A.—We came up twice and anchored away above the rapids at night and I don't see why you can't come to Montreal if you substitute gas-buoys
30 in the room of the buoys that you have.--white lights on the port side and red lights on the starboard.

Q.—What is the size of your ship, Captain ?

A.—4877 net.

Q.—Gross ?

A.—73 5.

Q.—What do you carry ?

A.—11420 tons including bunkers and everything.

Q.—Did you bring all that up to Montreal ?

A.—No, sir.

40 Q.—Were you able to load up full at Newport News ?

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A.—Yes, sir. I left there 29 ft. 10, but if she touched in the mud there you would not know it. They have 30 feet of water there.

Q.—And you can load a full cargo?

A.—Yes, sir. I have made fourteen voyages there and shipped a full cargo every time.

Q.—Suppose you go through the Richelieu at night and it came on a fog or stormy or something, you can't anchor there?

A.—We would have to continue. The first night I came up in the middle of the Rapids we had a very steady rain storm but, still we managed to get up to anchor.

10 Q.—Who was the pilot?

A.—Francis Bouillé but Belisle is my pilot the last two voyages and we came up and anchored above the rapids about half past ten.

Q.—How much water were you drawing?

A.—Twenty-one feet six.

Q.—And you think that with properly lighted gas-buoys you could navigate the rest of the river?

A.—Yes.

Q.—Right from Quebec to Montreal, by night with proper gas-buoys?

A.—Yes.

20 Q.—Have you met with any difficulties in making Montreal?

A.—No, the worst difficulty was turning around here at the start when we leave Montreal but, we have managed it nicely so far, but I don't know anything about the water here except what the pilot tells me.

RE-EXAMINED BY THE CHAIRMAN.

Q.—Have you any objection to fyle and leave with us this statement that you referred to in your evidence?

A.—No sir, I wish it were in better shape, that is all. And I fyle it as exhibit number 1.

30 Q.—You referred to the American lights?

A.—Yes.

Q.—Have you had recourse to this book here in looking him up?

A.—Yes.

Q.—At what pages?

A.—Page 94

Q.—Will you leave this book with us?

A.—Yes. I will leave it as exhibit number 2.

And further deponent saith not.

A. W. G. MACALISTER.

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I, undersigned Alexander W. G. Macalister Official Stenographer hereby declare that the foregoing pages are true and faithful transcription of the evidence given in this matter by Captain Buckingham, by me taken in stenography, th 24th. day of Oct. 1900, and I believe that the changes made in ink have been made by the Captain himself.

And I have signed.

A. W. G. MACALISTER.

Official Stenographer.

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DEPOSITION OF CAPTAIN JAMES DORWOOD- OF THE
STEAMSHIP "HURONA," OF THE THOMPSON LINE.

Taken this 26th day of October, 1900

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EXAMINED BY THE CHAIRMAN.

Q.—How many years have you been in command ?

A.—I have been in command of a steamer for four years.

Q.—How long have you been running on the St. Lawrence ?

A.—Since 1870, off and on, but part of that time I have been away. I have been running constantly to the St. Lawrence for the last ten years. We were away to Africa and New Orleans and different parts.

Q.—All this time you have been in command or an officer ?

A.—Yes sir, in command and chief officer.

30 Q.—What port did you sail from this time ?

A.—Newcastle.

Q.—By what route did you come ?

A.—By Pentland Firth and straits of Belle Isle.

Q.—Why did you come that way ?

A.—Because it is the shortest route.

Q.—Did you get any orders to come by the straits of Belle Isle ?

A.—No, we always come that way. We have standing orders to come that way in the proper season.

Q.—Don't you meet more ice that way ?

40 A.—Some seasons, but we haven't seen any ice at all this season.

Q.—How many times have you come that way?

A.—This is my third voyage, this year.

Q.—And you have seen practically no ice?

A.—No, sir.

Q.—What about fog?

A.—I don't think there is much difference. There is as much fog up there as South. Sometimes we have a motion that it lasts a shorter time, but I don't know that it varies much.

Q.—Have you any soundings going in to Belle Isle?

10 A.—Yes sir, there is a good bed. We get soundings off of it

Q.—Fifty miles off?

A.—I think about that.

Q.—Is there anything you would suggest as an aid, in improving the approach to Belle Isle?

A.—Yes sir, I think there ought to be a light on the North-East end of the Island, and a fog signal as well.—There ought to be a first class light.

Q.—Would you prefer a siren or a bomb, or what?

A.—I think a siren would be the best.

20 Q.—Are the present lights on Belle Isle good?

A.—Yes, when the weather is clear, but of course if it is foggy weather you can't see them and you have to stop until you see them or something else.

Q.—Would you give us your reasons for stating that a light on the North-East end of Belle Isle would be an improvement?

A.—If you were coming in and the weather is a little hazy, perhaps you may be a little to the North of your course, and perhaps a little to the Northward of what you expect.

Q.—Is that likely to happen?

30 A.—Yes sir, it has happened often enough.

Q.—That is on the great circle track?

A.—Yes.

Q.—Well, is the light on Cape Bald all right?

A.—Yes. It might be made a more powerful light perhaps, but you can see it well enough when the weather is clear.

Q.—Is everything all right through the Straits?

A.—Well, yes everything is all right up to Cape Norman, but the lights might be made more powerful, perhaps.

Q.—And the lights at the Western entrance of the Straits are fairly
40 good?

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A.—Yes sir. At Flower Ledge there is a new light, but I haven't seen it. I don't think you could make out the light-house there from a dwelling house.

Q.—Is there any fog-signal there ?

A.—No, sir and I should think there should be one at the light-house.

Q.—And then you steer for Heath Point, I suppose two hundred and and forty miles off ?

A.—Yes.

10 Q.—Have you any suggestion to make as to improvements between the Western entrance to the Straits and Heath Point ?

A.—It would be a good thing to have a good light off St Mary's Island.

Q.—What about Heat Point ?

A.—Well, it is pretty hard to pick up, and it might be improved by a stronger light.

Q.—What distance can you see it now ?

A.—I think at seventeen miles.

Q.—Isn't that a pretty good light ?

A.—No. It should twenty or twenty-two miles and I would have it a
-0 flash light or something, not a fixed light as it is now.

Q.—You have good soundings there ?

A.—Yes.

Q.—You can get around Anticosti without any trouble whether you can see or not ?

A.—I never had any trouble yet. You can feel your way around.

Q.—Do you remember the buoy that used to be off Heath Point ?

A.—No, sir.

Q.—Do you think it would be an improvement to have an automatic buoy there ?

30 A.—It would be good to have it, but I think you would be more certain to pick up a light-ship or a light on the point away to the Eastward. A light-ship might do.

Q.—An automatic buoy would be kept there very easily ?

A.—Yes, but you can't pick it up very far down the river and very often the light may go out or something like that.

Q.—Would you favor a light-ship ?

A.—Yes, or a light house away up on that Cape to the North side of
it.

Q.—Which Cape ?

A.—East Cape.

Q.—Well then rounding Anticosti you steer for South Point, I suppose ?

A.—Yes, we steer to go four miles off it.

Q.—Where do you steer for then ?

A.—For Fame Point or Cape Magdalen, and if the weather is at all hazy we keep well off.

Q.—What about Fame Point ?

A.—Well, coming up, I couldn't tell very much of it. You could
10 hardly make out the light, and the red flash you couldn't see at that time—it was like a darkness coming over it.

Q.—Then you don't approve of the red flash ?

A.—It would be very good if it was distinct enough.

Q.—Is there any fog signal there ?

A.—No sir, but there should be one at all points where there is a lighthouse.

Q.—Have you any soundings from Fame Point up ?

A.—There is deep water and soundings if you get close enough in, but we don't sound much coming up there.

20 Q.—You don't make it a rule to sound every half hour ?

A.—No, but we sound occasionally just whenever we think it is necessary to do so.

Q.—What about Cape Magdalen ?

A.—That is no good. It is four minutes sometimes between the flashes. There is a red and a white light, and you can see the white light a considerable distance before you can see the red one, and that makes four minutes between the two white flashes, and you get tired of looking for it.

Q.—Then as a rule a red light is not desirable ?

30 A.—No, it is not to be depended upon, and then there is so long between the flashes, for there is four minutes from one bright flash to another, and it may be a quarter of an hour after you see the white light before you can see the red one.

Q.—Well, what about the lights between there and Father Point—Have you any suggestions to make ?

A.—Well, after Magdalen there is Martin River which is a fixed light but a good light—Perhaps it could be increased in power, but I don't see there is any difficulty in passing it, for there is a straight course to Cape Chatte.

40 Q.—What about Cape Chatte ?

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A.—Well we had it showery there, but I could always see the flash when it revolved and it is said to be every thirty seconds, but I found it to be forty-five seconds, I and the chief officer counted it several times but the weather was bad—sort of hazy with snow storms hanging about and I thought that might possibly have interfered with it. We went within three miles of it.

Q.—Well, what about Matane and Metis ?

A.—Matane is a fixed light, and a more powerful light would be better.

10 Q.—In fact you think all the lights in the lower St. Lawrence should be improved ?

A.—Yes sir, they should be given more power.

Q.—What about Father Point ?

A.—It is a good light

Q.—You can see it twenty miles off ?

A.—I think it is an eighteen miles light, and that depends on the weather of course. You can hardly guess how far you can see it.

Q.—What about the fog signal there ?

20 A.—At one time I anchored off there in a fog and we heard the signal all right, but I dare say a horn would be better for you could get a bearing better than with an explosive.

Q.—What about Metis ?

A.—It is a very good light. But I would have fog signals at all these light houses.

Q.—Supposing you come in South instead of North as you would in the Spring and Fall, how are the approaches to Cape Race ?

A.—They are all right, sir. There is a fog signal there, though sometimes you might not hear it very far, but it depends on the wind

Q.—Is there a good light there ?

30 A.—Yes sir, and good soundings.

Q.—You practically have nothing to suggest there excepting increased power of the signal ?

A.—That is all.

Q.—After you leave there what next ?

A.—Cape Pine and St Mary.

Q.—What have you to say about Cape Pine ?

A.—Nothing in particular, I have found it all right.

Q.—You have never passed there in a fog ?

40 A.—Yes sir, and if there had been a fog signal I would have heard it, but there was none and there should be one.

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Q.—What is the next place ?

A.—Galantry Head—That light is all right.

Q.—That is a French light ?

A.—Yes.

Q.—And then the next place ?

A.—Cape Ray. That is a good light in clear weather, but I think it should be increased in power too. Nearly the whole of them seem to need more power.

Q.—After you pass Cape Ray, what next ?

10 A.—The Bird Rocks—That is a very bad light. A fixed light is no good to pick up especially in hazy weather, but the soundings there are good. You can always shape a course by that and they are correct—the best soundings in the Gulf.

Q.—After you pass Bird Rocks where do you steer for ?

A.—Gaspé.—There is nothing much there except the light on Cape Rosier.

Q.—What about the navigation between Father Point and Quebec ?

A.—We have the assistance of a pilot there and we generally trust to him.

20 Q.—If you saw him running your ship ashore you should not let him ?

A.—No, but very often we are up all the time from Cape Race and up there it is about time for a sleep. When you get a man appointed by the Company to look after a ship of course with an officer in charge of him you feel safe. I don't always do that but very often you will find that after thirty-six hours of it you are ready to lie down for a while after that. But the ship is fully in their charge then and you trust everything to them to keep her safe and if it comes on fog of course I am called at once and if I can't see myself we anchor if it is possible to anchor at

30 all.

Q.—You don't know of anything at the moment which would suggest itself to you as a necessary improvement there between Father Point and Quebec ?

A.—Well, there is a very dark part there between St Lawrence Point and the West end of Orleans Island, going up and I think there should be something there to guide you—a half way light between St Lawrence Point and the West End of Orleans Island. And then there is the reflection of the lights of Quebec over the point, and that dazzles you a little.

40 Q.—What about the navigation between Quebec and Montreal ?

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A.—We haven't much to do with that either, but I think it is a very dark run right from Quebec and I think several lights there would be better.

Q.—Between Quebec and Grandine ?

A.—Yes sir, Cape Race is very good but you have a long run before getting there. The last time there was a thick fog came up and didn't know whether we were in the middle one at one side of the river, but we got the anchor down and we were alright.

Q.—When do you expect to meet snow storms ?

10 A.—We had one this time at Belle Isle.

Q.—Did it bother you at all in getting into the Straits ?

A.—No, we didn't lose more than about an hour. We had to reduce speed you know and go cautiously.

Q.—Which would you rather have, snow or fog ?

A.—None of them is any good but I think one is as bad as the other.

Q.—How do you find your soundings compare with those on your charts ?

20 A.—I generally find them about right, but we never trust exactly to the soundings, but I very often come around Heath Point and the Bird Rocks and in that way we find them to come in very well.

Q.—Then you don't think it necessary to have a hydrographic survey

A.—Well I don't know but what it would be an improvement to have it surveyed and get the correct thing.

Q.—These soundings were taken a great many years ago ?

A.—Yes sir, and I find them about right.

EXAMINED BY MR REFORD.

30 Q.—What kind of light do you prefer ?

A.—A flashing light because it pierces its way out though a fog better than a fixed light, and with a fixed light you may mistake it for a steamer's light, and with a flashing light you know at once what it is.

Q.—What do you think is the proper period to allow for the flash ?

A.—The different points would have to have different flashes you know.

Q.—Well, what is the longest period you would have between the flashes ?

A.—Well, say five seconds between.

40 Q.—Nothing over that ?

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A.—No sir, and thed there would be perhaps three or four of those you know.

Q.—What kind of fog signals do you prefer ?

A.—A siren - A gun I never had much use for.

Q.—How often should the siren be used ?

A.—I would use it say every ten or fifteen minutes.

Q.—You can go quite a distance in fifteen minutes.

A.—Well, it depends on the point it is at. You may want to have it more frequent in some places, but I should say that ten minutes is long
10 enough to have between.

Q.—Would you think that that is the very utmost limit ?

A.—Yes sir, it is better to have it ten than fifteen minutes.

Q.—How do you find the lights in the St. Lawrence as compared with the lights on the British Channel ?

A.—Well, the atmosphere may have a lot to do with the lights on the St. Lawrence. You can see the French light all over the British Channel, and we have a big light on the Isle of Wight which is as good a light as the French but the fog covers it.

Q.—Do you find that the lights on the St. Lawrence are weaker than
15 the lights in the British Channel ?

A.—I think so.

Q.—They are not so good ?

A.—No, sir.

Q.—Do you think it would make navigation safer to have them as good ?

A.—I think so.

EXAMINED BY THE CHAIRMAN.

30 Q.—Do you consider the St-Lawrence Navigation very dangerous ?

A.—It wants a lot of care to have your position all the time. But with ordinary care it is all right

Q.—As regards the Channel on the North Shore of Anticosti, if that was lighted up would it be of any use ?

A.—I don't think so, for on the South side the water is suitable for anchoring and you have lots of room to move about, and you can go away over on the Bank, and that is a guide to go up towards Gaspé. But on the North Shore there is deep water and you couldn't anchor even if it was light.

EXAMINED BY MR BOND

Q.—In making for Newcastle from the St Lawrence, do you go by the North or the South of Ireland ?

A.—For Pentland Firth.

Q.—Is it considered by navigators that the North Channel is more dangerous than the South.

A.—I don't think so. It is not so dangerous for shipping anyway for we don't meet so many ships.

10 Q.—Is it well lighted ?

A.—Yes sir, there are several new lights placed there lately and there are fog signals placed on the Butte of Lewes. We go that way all the year through summer and winter. We run to Portland in the winter and go through the Pentland Firth going out and go up the channel coming home.

Q.—Would you consider it as easy and safe to make the Port of Newcastle by the North as to make Liverpool by the South ?

A.—Well yes, I don't think there is any difference. There is no particular danger in the North. Of course you have to know how to work
20 and not go into the Pentland Firth against a strong tide and a gale of wind. But if you use caution it is just as safe.

EXAMINED BY THE CHAIRMAN.

Q.—In the fall when there are snow-storms, don't you find it difficult to pick up the light houses in the day time ?

A.—Yes sir, it is just as bad as a fog.

Q.—The light houses are painted white as a rule ?

A.—Yes. They should be very much bigger and would be better
30 painted black than white.

Q.—You wouldn't be able to see them if they were black ?

A.—Yes, when it was snowing.

Q.—But nine tenths of the time there is no snow ?

A.—Well in the summer time it is all right.

Q.—But in the fall ?

A.—After the ground is covered with snow you can't pick out a white light house.

Q.—What do you think would be good ?

A.—A black one—either black or red or have it striped.

40 Q.—What about a mast of some kind with a signal ?

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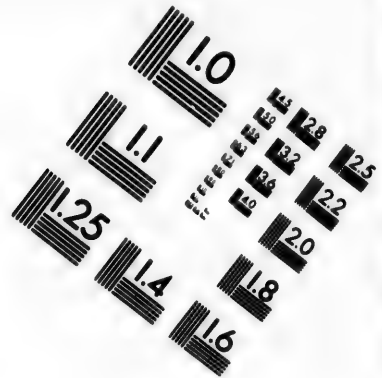
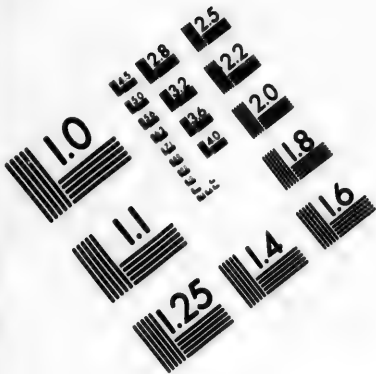
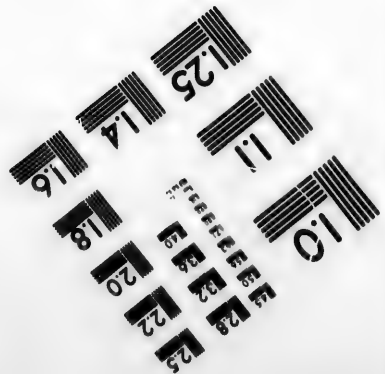
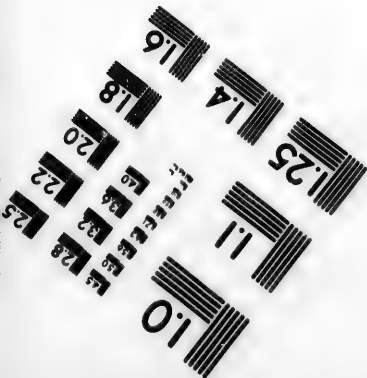
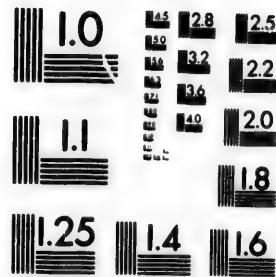


IMAGE EVALUATION TEST TARGET (MT-3)



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A.—There is a signal mast close to the light house. There are several of these painted with a black strip on the mast and a horizontal strip around it but the light houses are so small they are hard to pick up.

Q.—Do you pretend to know enough of the navigation between Father Point and Montreal to say what should be done to improve it ?

A.—No, only to have the river deeper.

Q.—As a matter of fact you leave the navigation of these waters practically to the pilot ?

A.—Yes sir, that is their business.

10 Q.—What water does your ship draw ?

A.—Twenty-five feet six. In the fall of the year we draw as much as we can load the ship down to. The port warden tells us how deep we can go and some times we have to go a little lighter than what our marks are and I have had to call at Quebec to take on cargo.

And further deponent saith not.

A. W. G. MACALISTER,

Official Stenographer..

20 I, the undersigned, Alex. W. G. Macalister, of the City and District of Montreal Official Stenographer, on the oath I have already taken, do hereby declare.

That the foregoing pages numbered from one to fourteen, and being fourteen pages in all are and contain a true and faithful transcript of the evidence given in this matter by Captain Dorwood, the 26 October, 1900.

And I have signed.

A. W. G. MACALISTER.

Official Stenographer.

30

DEPOSITION OF CAPTAIN WILLIAM DUNLOP, OF
THE STEAMSHIP "CORINTHIAN", ALLAN LINE.

Taken the 26th day of October 1900.

EXAMINED BY THE CHAIRMAN.

40

Q.—What port did you sail from this time ?

A.—Liverpool.

Q.—How long have you been in command of a steamer ?

A.—Fourteen years.

Q.—How long have you been trading on the St Lawrence ?

A.—Eighteen years as officer and master.

Q.—What route did you take this time ?

A.—Belle Isle.

Q.—Why did you go there — were you under orders from your owners ?

10 A.—No definite orders, no.

Q.—Well, suppose you were sailing from Liverpool without any orders but the matter was left entirely to yourself, what route would you take in July, August or September ?

A.—Belle Isle — because to begin with it is shorter and it is just as safe especially this time of year for you have practically no fog in September—it doesn't last any time—you may get fog sometimes and this year I have lost about thirty hours by fog up North both going and coming and this is my third voyage through the straits.

20 Q.—Well, in the approaches to Belle Isle is there anything you would recommend as a further aid to the safe navigation of the route ?

A.—Yes sir, I should ask to have the soundings revised on that first bank.

Q.—That extends how far from Belle Isle ?

A.—Well it is about thirty to thirty-five miles West, North, West and East, South-East pretty near.

Q.—You have soundings there ?

30 A.—Yes, but I wish to tell you that from my own personal knowledge that bank extends further to the Southward than it is charted and it is rather misleading to a stranger, but not to me, for I have notes of my own soundings.

Q.—You always sound in approaching that place ?

A.—I have a very systematic way of sounding, and I find out that that bank is not as charted, and it is a very useful bank in making Belle Isle in any weather.

Q.—You would rather not have it away ?

A.—No sir, but I want it properly charted. If I had my chart here I could show you exactly what I mean.

(A messenger is sent to the ship for the Captain's chart, and in the meantime the deposition is continued with respect to other matters.)

40 Q.—Have you anything to say about extra lights on Belle Isle ?

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A.—No—I think Belle Isle is fairly well lighted. I haven't yet heard the new fog signal but I believe it is a good one.

Q.—Well, in coming down on the great circle track from Moville don't you go near the North East end of Belle Isle ?

A.—Not necessarily—you can make a very nice circle by making Belle Isle about three miles distant.

Q.—Are you not of opinion that a light and a fog signal on the North East end of Belle Isle would be an advantage ?

A.—Yes, but I don't know as I would ask for it. But don't misunderstand me when I say that there are so many other things that would be
10 more useful.

Q.—Well, you think a light on the North East end of Belle Isle would be an advantage, with a fog signal ?

A.—Yes sir, certainly with a fog signal.

Q.—What sort of fog signal do you prefer ?

A.—You must take into consideration that you have already a siren on Belle Isle—it was formerly bombs

Q.—And you think bombs are no use ?

A.—I never said so—There seems to be something out Belle Isle that holds the sound I think. If you put a fog-signal on the North—East corner of Belle Isle it should be entirely different from the one on the light-
-0 house there. I should suggest a ten minute signal of gun-cotton.

Q.—The present light on Belle Isle, coming a little South and making the entrance fairly well, is all that can be desired ?

A.—Yes, sir.

Q.—Is the light and fog-signal good on Cape Bald ?

A.—Yes sir, very good. I have heard it often at from five to eight miles off.

Q.—Well, proceeding down the Straits is everything all right ?

A.—Well, that new light on Flower Island is all right but there
30 should be a fog-signal there.

Q.—How about the lighting on the other side of the straits ?

A.—I should suggest that the fog-signals on Greenley Island and Point Amour should be more distinct and characteristic so as to be more easily distinguished.

Q.—What are they now ?

A.—Greenley Island is one blast at eighty seconds and the other is one blast at fifty seconds, and that is very much alike, and a man running all the way from Heath Point might easily pass Greenley Island

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without hearing the fog-horns, and so he is not at all sure whether it is Greenley Island or Point Amour that he is listening to, and then if he tries to count, it isn't always easy. I think there should be two blasts on Greenley Island as against one blast on Point Amour.

Q.—But you wouldn't enter the Straits if it was foggy at that entrance?

A.—No, I would wait but I would like to know where I was because if you happen to run past Greenley and it is Amour instead of Greenley you have to guard against Wood Island in standing out. I want to emphasize the fact that these two fog-horns should be more distinct—They
10 are practically the same interval now except for a little difference in the interim. There should be two blasts at Greenley Island and one at Point Amour.

Q.—After you get through the straits, making Heath Point, a distance of two hundred and forty miles, you have practically no lights at all?

A.—We have that one on Point Rich, but I never go near it myself.

Q.—You have nothing on the Labrador coast?

A. No, sir.

20 Q.—Would you suggest anything there?

A.—I wouldn't, no. I want to say here that the soundings coming down from Greenley Island are not charted far enough North, but I will explain that better when the chart comes from the ship.

Q.—How about the light on Heath Point?

A.—It should be improved and should be made distinctive.

Q.—Is the fog-signal there good?

A.—I never heard it.

Q.—But you have good soundings coming around Anticosti?

A.—They are good in this way that you can always keep the ship
30 out of danger.

Q.—You were never troubled by the fog there but you can always get around all right?

A.—No, I never hesitated in a fog there. I always got off the bank at once. I would suggest that there should be a good fog signal on Heath Point. You would probably find that a siren would sound there much better than at South Point.

Q.—Have you any opinion about a light-ship being anchored off Anticosti in about twenty fathoms of water?

A.—Yes, it would be useful but it wouldn't stay there in the ice—
40 Wouldn't it be better to ask for an automatic buoy to replace the buoy

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that was there and was taken away because it was too much trouble to lay it every Spring—Let them lay an automatic buoy in the same position as the one that used to be there.

Q.—Do you miss the buoy not being there now ?

A.—In this way, that with the buoy there you were absolutely certain that you were outside the shoal shore ; we are talking of aids to navigation, and it would be a good thing to have a buoy there and you would be much more likely to get that than to get a light-ship.

Q.—Well, what about South Point ?

10 A.—I have in all my experience heard South Point but once, and I have known by my soundings that I have not been more than four miles from it in a fog. By careful soundings you are absolutely sure of yourself there and I have only heard it once and for that reason I think the best fog signal should be on Heath Point for it stands away from the land to a great extent and I believe you will find that a fog horn there would carry farther.

Q.—You might have it on both places ?

A.—Yes, sir if you please.

20 Q.—Don't you think wherever there is a light there should be a fog signal ?

A.—Yes—I am only suggesting that you improve the signal on Heath Point by making it a siren instead of a gun.

Q.—Didn't there use to be a buoy between Heath Point and South Point ?

A.—No. The light house would be about North-West from the buoy and it lay about two miles from the shore.

Q.—After you pass South Point, where do you steer for ?

A.—Cape Magdalen.

30 Q.—Your people don't allow you to go in the north Channel of An-costi ?

A.—I never heard the question mooted, but if left to myself I wouldn't go that way.

Q.—You say you steer for Cape Magdalen and not for Fame Point ?

A.—Yes, but of course that includes Fame Point in this way that you pass about five or six miles off there.

Q.—Coming South you steer for Fame Point ?

A.—Yes sir, that's a different thing.

Q.—What about the light at Fame Point ?

40 A.—You have a very good light there, but a very curious one. There is a red flash in that light and if you took away the red flash it would

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be as good again, it is a silly thing for it obscures the light. You have a good light and you go and spoil it.

Q.—Have you a fog-horn there?

A.—No, and I think there should be one

Q.—Of what nature?

A.—Well, at Cape Rosier you have a horn or a siren I think and at Magdalen it is a horn, and I should make this one a horn but with two blasts.

Q.—Well, is Cape Magdalen all right?

10 A.—Yes, it is a very good fog signal. On this voyage I heard it at least ten miles off.

Q.—And then at Cape Chatte?

A.—Yes. I have never heard the fog signal there.

Q.—Have you passed close enough in the fog to have reason to hear it?

A.—Yes.

Q.—And you think that fog-signal should be improved?

A.—Yes.

Q.—And the next is Martin River?

20 A.—Yes, it is a fairly good light. Martin River comes before Cape Chatte. There is no fog signal there, but if you got past Magdalen you can always make Cape Chatte.

Q.—What about Matane, Metis and Father Point?

A.—Father Point should have a fog horn instead of an explosive, signal. I happen to know that the pilots have asked for it for many years. It is only a twenty minutes bomb. I lay there last voyage with my pilot on board for an hour and a half and they didn't even take the trouble to fire the bomb because they happened to know that I was there. And you have to go close in for a pilot and with a horn at certain intervals you would always have the bearing of it and you could go 30 into five fathoms of water. But when you have to wait for twenty minutes or as I did for forty minutes or an hour you don't know where you are at all as regards the bearing.

Q.—Of course you can run five or six miles in twenty minutes?

A.—Yes sir. My case is this: I was dead stopped waiting for the boat to come off and land my pilot and as far as knowing where the lighthouse was or rather how it bore I was helpless.

Q.—Well now coming in south in the spring and fall— If you were leaving Liverpool on the 30th of October would you come by Belle 4) Isle?

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A.—If I could get to the Straits before the 10th of November I would.

Q.—Going south, what have you to say about Cape Race ?

A.—I think the power of the fog signal should be increased.

Q.—What is it now ?

A.—It is a fog horn.

Q.—Is there a good light there ?

A.—It is an eighteen mile light, but I think it should be increased in power for it doesn't penetrate.

10 Q.—You have good soundings there in coming up to Cape Race ?

A.—Good definite soundings.

Q.—Well then, after you pass Cape Pine ?

A.—We have every good light on Cape Race.

Q.—Is there a fog signal there ?

A.—No, sir, and I decidedly think there should be one there. I might remark that the soundings on that ledge along there from Cape Race to Cape Pine extend a little to the Southward of where the charts put them. We have a very good light now at Galantry Head.

Q.—That's a French light ?

20 A.—Yes sir, a first class light.

Q.—They are the best light going, are they not ?

A.—Yes sir, they are better than anything on the Coast except perhaps Belle Isle.

Q.—They are better than the English or American lights, aren't they ?

A.—No sir, I don't think so. We are improving our lights very much at home. I might also say that the bank of St Peters runs a little further out the chart shows.

Q.—You are of opinion that a proper hydrographic survey of the Gulf
30 is imperatively necessary ?

A.—I am.

Q.—Well proceed, please.

A.—Cape Ray isn't a bad light but the fog signal is very poor.

Q.—Have you ever watched the Cape Ray light and taken the time ?

A.—Yes, it is a little erratic.

Q.—If you found that so would you log it and report ?

A.—I don't know that I would.—It is well known that it is erratic.

Q.—Well, after you leave Cape Ray ?

A.—There is Bird Rock. Of course I should point out to you that the
40 soundings there are absolutely correct. They are perfect all the way up

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and that is an aid to navigation especially to go up without seeing Cape Ray, the only thing is to make that ledge and then slant off again and you will pass twelve miles off Bird Rock.

Q.—Well from Bird Rock?

A.—You will steer for Fame Point taking in Rosier as you pass.

Q.—Have you anything to say as to the navigation between Father Point and Quebec?

A.—Have I impressed upon the necessity of asking for a fog-horn at
10 Father Point. That is the one thing I would like to have.

Q.—We understand that—Anything between Father Point and Quebec?

A.—A better light on St Lawrence Point would be a very great improvement especially if made distinctive, and there should be a gas buoy off Beauport Shoal. They are very useful things leaving there with the glare of all the lights in Quebec. It is a hard business to get about that turn, and unnecessarily risky.

Q.—That is close to Quebec?

A.—Yes.

20 Q.—What about the leading light on Orleans Island?

A.—Well, that is what I am talking about—St Lawrence Point is Orleans Island. At present it is only a fixed light and you can't pick it out except by opening and closing it with St Johns light, and I would alter it to a flashing light and put a buoy in the bend here.

Q.—A gas buoy?

A.—Yes, it should be gas. Put a gas buoy there.

Q.—Is it more difficult going out than coming in?

A.—It is a matter of tide. It depends on the tide—If you come in against the tide, your ship is more under command. The only thing that
30 makes it a little more dangerous going down is your deeper draught.

Q.—Have you any suggestion to make going in?

A.—No I think everything else is all right, for you have the red lights—the range lights when you can pick them up.

Q.—And with these improvements you think it is all right?

A.—Yes sir or you can always have the St Lawrence Point astern of you until you get hold of the buoy and then you have the red range lights in Quebec.

EXAMINED BY MR. REFORD :

Q.—If the north channel of Anticosti was properly lighted, would it
40 not be of any service?

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A.—Well, I am not prepared to say from memory the difference in the distance.

Q.—I have been told it is four hours that is about forty miles. Would it make any difference in certain weather ?

A.—The one thing as far as Anticosti is concerned that makes it perfectly safe in passing there is the way that bank is off that Point. You wouldn't have a distinctive bank north of Anticosti, and to my idea, that is against it, for if you go South you can always drop off that bank and you know exactly where you are and the distance off the Island. That is
10 my experience. And I fail to see how you can save forty miles by going North of Anticosti and the man who did that and went North would be tempted to hug take the Labrador coast and it is a nasty coast there, with a lot of little Islands and rocks. And in that case you would require a light near Wolfe Bay, for naturally if you light up the Northern side of Anticosti the man who takes that course would naturally take the shortest route possible. Several times I have had a pretty hard job getting up to St'Antoine above Quebec I think you should have a light on the North shore there, say at Gros Jean.

Q.—That is St Agustine ?

20 A.—Yes and it is very hard in a hazy morning. Three times running I have left Quebec about midnight and this time especially our most difficult time was in what should be the safest part of the river, for this reason : it was a most difficult thing to judge the distance between either shore and we had actually nothing to go by until we made this light and the buoy.

EXAMINED BY THE CHAIRMAN.

Q.—How do these buoys compare with English gas buoys—for instance the buoys going into Liverpool ?

30 A.—They are not as good, but they are not as good as those in the lower St Lawrence. If you get them as good as that they will do.

Q.—Well, do you think it would be any aid to navigation to have some more gas buoys in the St Lawrence : if your ship was not fast enough to set here at night, would it be any advantage to have gas buoys from Longue Point to Montreal ?

A.—Yes sir, with a couple of range lights as well.

Q.—Would you suggest any change or addition to the day marks on the St. Lawrence in view of the snow-storms that are met with on the
40 lower St. Lawrence ?

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A.—Well make them as distinctive as possible.

Q.—Can you suggest how to make them distinctive ?

A.—Up to now you have always done so with horizontal or vertical bars, black or white, but all the light-houses are very small and not easy to pick up in snow.

Q.—If they could be made more distinctive would it be a good thing ?

A.—Certainly.

Q.—Now as to the intervals between signals, do you think the intervals are short enough on the lower St Lawrence ?

10 A.—No, I already said so in speaking of the twenty minute fog signals, and in suggesting a fog signal on the North East point of Belle Isle I asked to have it not more than a ten minute interval.

Q.—Generally speaking what should the interval be ?

A.—About ten minutes is a very fair one.

Q.—Are you much bothered with snow in the fall ?

A.—Yes, we run a chance of getting heavy snow-storms.

Q.—What time of the year do they commence ?

A.—I have had the first one now. It practically snowed all the way from Heath Point to past Magdalen.

20 Q.—Which do you consider the more dangerous of the two ? Snow or fog ?

A.—I don't know that there is much to choose but I fancy that sound does not carry so far in snow as in fog.

Q.—You said just now that you thought it was highly desirable that a thorough survey of the gulf should be made now, as the charts in so many instances are not correct ?

A.—Yes, sir, to my own personal knowledge.

Q.—Speaking of fog signals generally, which do you prefer ?

30 A.—I prefer a fog-horn wherever it can be used, — that is wherever it can be made distinctive enough. You must not get mixed up and that is why we must sometime have an explosive signal. It is somewhat hard to make them distinctive, but it can be done—I will give you an instance in your own river, — There is a fog-horn on the light-ship at Red Island, and one on White Island and one at Cape Simou and all easily enough distinguished. You will probably be told by the government or by somebody that it is a mistake to have fog signals on all these light-houses, but I say it is easy enough to make them characteristic, and there is no man who has been running at all, but who is bound to know within a few miles where he is, if he is so near the land as he is all the way up from Heath Point to Quebec

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Q.—Now long ago is it since this automatic buoy was off Anticosti ?

A.—It was not automatic, - It was an ordinary buoy, but I suggest that there should be an automatic buoy put in the same place as the buoy used to be. I think it has been gone for six or seven years.

Q.—Have you ever been to Baltimore or Philadelphia ?

A.—I know Philadelphia very well.

Q.—Is Philadelphia more easily reached than the St Lawrence ?

A.—It is not any more safely reached, but the St Lawrence calls for a little more care and a good deal more of the master's time.

10 Q.—It is a harder river for the master ?

A.—Yes.

Q.—Have you ever been to Boston ?

A.—Yes sir—Boston so long as you can see is a very good harbor, but you should never attempt to go into Boston past the ledges When you make them go back.

Q.—You have been to Portland ?

A.—Yes, and that is the same thing—either in fog or snow you can only do one thing and that is stop and go back.

Q.—Do you think it is a more dangerous entrance than Boston ?

20 A.—I don't know—It must be eight or nine years since I have been in Boston and I believe there have been a good many improvements since I have been there. But I consider Portland a very safe harbor to go in and out of.

Q.—The insurance companies don't like it since the Cas ilian and Californian came to grief there ?

A.—There are bound to be accidents occasionally in all trades, and there are just as many in Philadelphia and there used to be more.

Q.—You stated that the one thing you would like to have would be a fog-horn at Father Point ?

30 A.—Yes, I wanted to emphasize that.

Q.—You didn't mean to say that that was the only thing you wanted to have ?

A.—Not by any means; for I have asked for several things—That buoy off Beauport for one thing. I think it is a very necessary thing and I certainly think Point St Lawrence light should be altered as well.

Q.—Leaving the port of Montreal have you any improvements to suggest ?

A.—No, I don't know, except widening one or two channels, and that will take time.

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EXAMINED BY MR. BOND.

Q.—The charts of which you spoke have now arrived from the ship?

A.—Yes sir. This is in relation to the necessity of a fresh survey. This line of soundings from abreast of Grenley Island extending West magnetic is from three to four miles farther to the Northward than it is charted, and I wish to emphasize it for we are so much dependent on our soundings coming up here. I have charts of my own with my own soundings in red ink, but I had no notice about this investigation and I am not able to say quite positively.

Q.—Would you mind letting one of your men making a copy of that and let us put it in evidence?

A.—It is in Liverpool. Supposing a stranger or anyone is trusting to these soundings, making Greenley Island the said soundings will put him more to the Northward than the chart gives. Instead of passing or making Greenley Island a safe distance off, he will come up and pass it about a mile or two miles off. I haven't kept this to myself but I have told all my officers. It is only by experience that we know these things and I have told everyone about it that I have come across and I told the Honorable Mr. Dobell and showed him the chart and repeated it to him less than a year ago.

The bank that bears West North West magnetic to Belle Isle, or as I might perhaps better express it, the bank which bears East South East from Belle Isle, extends, to my knowledge, from six to eight miles, further South than it is charted,—certainly six miles, and where you have on the chart 131 fathoms you will find you can get 90 to 95 fathoms, and that is a most important thing, for you go into Belle Isle on the circle and you always look for the bank. It is very useful for even if you don't get it you know you are to Southward, and the distance is so short from the bank to Belle Isle only a few miles, to the Southward is a great deal to a man if it hazy weather, and that is why I say it should be thoroughly surveyed. I can't say from my own soundings, but I have passed fishermen at anchor twenty miles to the Eastward of the bank which shows that there are soundings there, but I haven't found them. This is my own personal experience I am giving you. It is positive information.

Q.—Would you also consider a general survey of the Gulf as necessary in addition to these particular points that you name?

A.—I can show you on the Admiralty Charts a note by which we are told not to put any faith in the soundings, it is a scandal that's what it is.

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Q.—Even in Halifax around the harbor the soundings are not to be relied on, and so well do the Admiralty know it that they say so on their charts.

And further deponent saith not.

A. W. G. MACALISTER,

Official Stenographer.

I, the undersigned, Alex. W. G. Macalister, of the City and District of Montreal, Official Stenographer, upon the oath I have already taken do hereby declare That the foregoing pages numbered from one to nineteen and being nineteen pages in all, are and contain a true and faithful transcript of the evidence given in this matter by Captain Dunlop by me taken by means of stenography, the whole in the manner and form required by and according to law.

And I have signed

A. W. G. MACALISTER,

Official Stenographer.

The foregoing pages are a faithful transcript of my evidence, the attestations I have made and initialled myself. I have answered the last question in its broader sense, the Gulf proper is of course inside Cabot straits William Dunlop.

DEPOSITION OF CAPTAIN WILLIAM ROLLO, OF THE
STEAMSHIP "TRITONIA".

30

Given on the 26th day of October, 1900.

EXAMINED BY MR BOND, IN THE CHAIR.

Q.—You were examined on or about the 23rd of October in regard to what improvements were advisable for the safe navigation of the St Lawrence ?

A.—Yes.

Q.—And you were sent a copy of your evidence as taken down by the stenographer—will you state whether the copy now shown you and
40 fyled as Exhibit 3 is a correct transcription of what you stated ?

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A.—No, there are many things here that are not what I stated

Q.—Do you prefer to be re-examined on the whole matter or to correct your deposition ?

A.—Re-examined by all means.

Q.—How long have you been in the St Lawrence trade ?

A.—About twenty-five years in a steamer all the time.

Q.—Now going on a North course through Belle Isle, have anything to say as to how the navigation in that part of the Gulf could be changed for the better ?

10 A.—Yes sir, a light on the North end of the Island with a fog signal would improve it immensely for the ships coming in that way are sometimes a little to the North, and in that case it shuts out the present light on Belle Isle

Q.—In your experience, in approaching Belle Isle on the great circle track where as a rule do you find yourself—to the North or to the South ?

A.—To the North mostly.

Q.—And when you get to the North of the Island in those cases you speak of, is it possible from your vessel to see the light on the South of the Island ?

20 A.—No sir, it is not.

Q.—Now, will you imagine yourself on your ship coming up the St Lawrence after you have passed the Island and state what improvements, if any, you think could be made in the way of lights or buoys or sirens or signals of any kind ?

A.—Well the Straits of Belle Isle after you enter them are all right good lights and good fog signals all though the Straits—I couldn't suggest any improvements there barring a light on the North end of the Island with a good fog signal.

Q.—How about Point Amour ?

30 A.—There is a good light there a fixed of course but it is a good light if the weather is in a condition to see it.

Q.—In passing these different points on the coast is there anything at all that you would suggest in the way of an improvement ?

A.—The Straits have been re-surveyed lately, and there is a very good sounding chart of the Straits that has been done in the last three years.

Q.—What is the next point after Point Amour ?

A.—It is a Straight course from there to Heath Point. The soundings all the way up are very irregular.

40 The only thing that you can tell by sounding is where you are to the Westward or Eastward of the track, because if you get to the Eastward

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of the track you get no bottom at all. And then as high up as Cape Whittle I recommend a powerful light there, right at the corner of the land.

Q.—Well, supposing that past Cape Whittle there was a haze and the weather was thick and you couldn't see the light?

A.—Well, there is Cape Whittle bank which we could sound over.

Q.—You would limit the improvement to a light or a fog signal as well?

A.—Most decidedly a fog signal at the same time for nine times out of ten it doesn't blow when there is a fog

Q.—Speaking generally do you believe in not having a fog signal where you have a light or do you believe in always having one where there is a light?

A.—There should be a fog signal at every light house.

Q.—Where do you make for after you pass Cape Whittle?

A.—Heath Point—That light as long as the weather is all right will do well enough. It is a fixed light, but I believe a flashing light there would certainly improve it very much, or a revolving light. A flash makes one flash very quick, and a revolving light takes a certain number of seconds to make the circle altogether.

Q.—Is there a buoy?

A.—Not now. There used to be one marked on our charts but haven't seen it for years, but I don't think it was any good there. What good was it in the dark? And I don't think any one would steer for a buoy to run through at any time. We would rather trust our lead.

Q.—Have you anything further to suggest?

A.—The fog signal should be changed. There is a gun there a present and the fog horn would certainly be much better.

Q.—What idea have you in regard to the advisability of having a light-ship outside Heath Point?

A.—It would be a good thing if it would stay there.

Q.—But assuming that it could be go to stay there?

A.—It would be a good thing because vessels would be enabled then, instead of steering to make Heath Point, to steer further off, for it would be placed about ten miles off and they would always steer a course to go outside of that.

Q.—Would it have to be a horn of some kind?

A.—Yes, or it would be no good.

Q.—Where do you make for after you leave Heath Point?

A.—South Point, that is to pass four or five miles off.—South Point is all right, there is a good revolving light there and the soundings are right

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there, you could keep yourself off the land there by the soundings. Then we generally steer across to Magdalen ; some masters steer for Fame Point but I always steer for Magdalen.

Q.—What have you to say about that ?

A.—Well Fame Point light wants to be improved in the worst way. That is the one before Magdalen. They say there is a red flash in it but I have never seen it — If it was a powerful red flash, both red and white you could see it but at the same time you can tell it is a light and that is all. If it is a poor red flash it would be better to have no red flash at all.

10 I would change its character and make it a flashing light.

Q.—You would obliterate the red ?

A.—Yes sir, for the next one to it has a red flash also.

Q.—You say you don't make for Fame Point going from South Point.

A.—No.

Q.—That is an objective point from where ?

A.—From the South we steer for Fame Point.

Q.—As a matter of importance how does it compare with other lights ?

A.—It is of great importance because it is one of the first lights you
20 see coming up

Q.—Well, proceed and make any suggestions ?

A.—Magdalen light is the next one and revolves red and white two minutes each flash. I consider that far too long for it is very rarely that we can see the red flash and then it is four minutes to wait before you get the white one again and in my opinion that should be changed to a minute each time it revolves and that would be only two minutes you would have to wait for the white flash even if you did not see the red.

Q.—Have you passed near Magdalen and these other points where
30 there are fog horns in thick weather ?

A.—Yes sir, the last trip going down and I heard Magdalen blowing all right. I was only two miles off the land there.

Q.—Do you consider the fog horn in the Gulf weak or loud enough generally ?

A.—Some are very good. The fog-horns in the Straits of Belle-Isle are very good, but these ones up here are not so powerful.

Q.—That is in Magdalen and vicinity ?

A.—Yes sir, all the way up the coast. Approaching Bic from Magdalen there is no fog horn after you pass Magdalen until you get to Bic and
40 Martin River is a fixed light — There should be a powerful fog horn there also.

Q.—What is your opinion as to the relative value of fixed lights as compared with revolving or flashing.

A.—They should all be revolving or flashing. We are changing all the lights on our side from fixed to revolving as fast as the light boats can get them changed.

Q.—Are there any soundings that you can rely on on that coast ?

A.—No soundings, all that way from Fame Point to Matane that any ship-master can rely on.

Q.—Then you have to rely absolutely on the fixed lights and the fog
10 signals ?

A.—Yes sir and there are none from there so it makes it very awkward in thick weather.

Q.—And then you get to Cape Chatte.

A.—Yes.

Q.—Do you want a flashing or revolving light and fog signal at Matane River ?

A.—In my opinion it would be better, but Cape Chatte is a revolving light and Magdalen, so that is a fixed light between them. Cape Chatte is a bomb also every twenty minutes and I think that is too long.

20 Q.—What do you think is the shortest interval there should be between a fog signal ?

A.—A fog horn should be kept going constantly and variation in the blasts, that is one would be every thirty seconds and another forty and another fifty, and by counting the number of seconds in the blast you can distinguish them.

Q.—Well, proceed ?

A.—Cape Chatte should be altered to a shorter time in foggy weather. They should use one of those bombs every five minutes or so if they still keep that there.

30 Q.—What do you think of bombs ?

A.—You can't tell where they are ; one man will say "It is here" and another will say "It is there".

Q.—What do think is the best signal ?

A.—A siren or a fog horn. - Then Matane light is a fixed light and there is no fog signal.

Q.—What next ?

A.—Metis is a revolving light every two minutes with a red light and it is hard to see.

Q.—Would you suggest any change there ?

A.—You could improve the light by making them stronger.

40 Q.—Well, proceed up the river ?

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A.—Father Point is a flashing light and a very good light too since it was improved within the last two years.

Q.—Is there anything else wrong?

A.—Yes I would recommend another fog signal there. It is a bomb there and I have passed Father Point within three miles and never heard the bomb, and after I was past it with the wind in the East I have heard the bomb

Q.—Have you had any trouble in getting a pilot?

A.—It depends on the weather. If it is bad it is hard to get them
10 sometimes, but never if the weather is good.

Q.—Can you suggest any improvement or change in the manner of getting pilots at Father Point?

A.—If they get that wharf they are building now it will be all right.

Q.—Well, go on up the river?

A.—The lights up the river from Father Point Bic is the first light and there is a good signal there. The next is the Red Island light ship on Red Island reef. That is a very good mark too and she a good fog signal there, and there is a light on Red Island itself which is very good too. There is no need for any change there but Green Island can be improved
20 immensely for there are bombs there too, and there is too long between them and with your course and the tide you will be through between the bombs. In going down the channel runs almost East and West there when a ship is bound down, and going up there is an alteration. It is worse going down.

Q.—What would you suggest?

A.—I would suggest that the fog signal be changed and that the bomb should be fired every five minutes.

Q.—That is at Green Island?

A.—Yes sir, and then on Cape Salmon there is a light there—a new
30 thing also, I am on the North Shore now which steamers didn't use to use formerly but no use entirely. There is a good fog horn there, which is a great assistance to navigation.

Q.—Have you any improvements or changes to speak of before you get to Quebec?

A.—Well, the traverse you know, where we begin really the narrow navigation, there should be improvements made there for instance if they put down some gas buoys there it would be of great assistance. There is one there already on what we call the Middle Island and it is a great help in the nighttime, and more could be placed to advantage.

Q.—In the traverse?

A.—Yes sir, the upper and lower end. And all along Green Island,
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There are two gas buoys there but I believe one or two more would be of service there. Of course that is pilotage water and we don't know as much about that as they do.

Q.—As a matter of fact can you speak with accuracy as to what if any improvements should be made between Father Point and Montreal?

A.—No, I wouldn't undertake to come up from Quebec myself, but I would in a moment from Father Point to Quebec.

Q.—Have you anything further to remark?

10 A.—In entering the harbor of Quebec at night it is very awkward since the City is lit up with those electric lights. The glare darkens everything and I think they should put two leading lights on Orleans Island where we would always see them either astern or ahead.

Q.—That is all you have to say until you get to Quebec?

A.—Yes

Q.—You would use these lights both going into Quebec and leaving Quebec?

A.—Yes

Q.—Where would you put them?

A.—On Orleans Island.

20 Q.—Whereabouts?

A.—To suit the channel. That would be for the engineers to decide.

Q.—And you would use them as leading lights coming and going out?

A.—Yes coming in and going out you would run until you got them in one.

Q.—I suppose you are not in a position to speak as to the water between Quebec and Montreal?

A.—The only part of the River which is safe for a big ship to navigate in the dark is from Quebec to Grandine and a few more gas buoys placed there would be of great service to the pilots at night.

30 Q.—Where do you mean by "there"?

A.—From Point aux Trembles to Grandine. You are passing through a narrow channel all the time and all the way round St Croix Bay it is dark and having to be guided by the land there is very little to guide the pilots, but a gas buoy or two there would be of great service and another one just before you get to Grandine to approach the anchorage if a buoy was placed on the elbow of the turn there you would know where to turn up to anchor.

Q.—You have nothing further to say in regard to that?

40 A.—I can't say anything past that. The river is much improved to what it was in former years. There are a great many more buoys but

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is very risky going down with a big ship if you happen to be caught in a fog.

Q.—Now suppose you were coming into the St Lawrence by Cape Race—imagine yourself and ship coming in that way—will you give us any suggestions you have to make as to any change or improvement that could take place?

A.—The light is all right and there is a good fog horn. There is nothing wrong at Cape Race. But Cape Pine is a fixed light and I think it should be changed to a flashing light and a fog signal put on it.

10 Q.—There is none there now?

A.—No, sir.

Q.—And you think there should be one?

A.—Yes sir of course, and then the next light is Cape Galantry, and it is a good light and a good fog horn at least I have heard so.

Q.—How do our Canadian lights compare with the French lights on Galantry Head?

A.—Cape Race and Cape Pine are just as good, but I think they were built by the old country.

Q.—How do the other lights compare?

20 A.—The lights on Langley Island or Miquelon don't compare at all with Cape Galantry.

Q.—Taking the lights as a lot, are they equal to the lights on Galantry Head.

A.—No, they haven't the power.

Q.—What is your opinion as to the power of our Canadian lights?

A.—Well, taking lights generally in the Gulf, they haven't the same power as the lights of Cape Race.

Q.—What should they be?

A.—All leading lights should be of the first order.

30 Q.—Well, now will you just proceed with your Ship—Where is your next point?

A.—It is Cap Ray—We have been running to Sidney for coal and that takes us away more to the South and the lights there are very poor more especially Flint Island. That is the most miserable light I ever looked at.

Q.—What have you to suggest?

A.—Flint Island is a light said to revolve every fifteen seconds and I looked at it for half an hour and never saw it revolve yet.

Q.—Well, what do you think should be done?

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A.—I think the lighting authorities should know what would testify that—I am not an engineer.

Q.—Do you find the light sufficiently good if it did revolve ?

A.—If it was of the first order it would be as good as it can be made

Q.—What order is it now.

A.—I don't know, I think it is not more than a third rate light.

Q.—Have you anything further to suggest ?

A.—Low Point is a fixed light at the entrance of Sydney Harbor and
10 the colliers are all lighted up with electric light and it is hard to tell it from one of them.

Q.—What do you suggest ?

A.—Change its character and make it a flashing light.

Q.—How about the fog signals in that locality ?

A.—There is a fog signal on Cranberry Head, on the opposite side of the harbor and the men in the trade recommend that it be changed over to where the light-house is. I can't say for myself for I haven't been there in fog, but I have seen several of the men there and they all recommend this change.

20 Q.—After leaving Sydney where do you make for ?

A.—North Cape.

Q.—Do you pass any lights on your way there ?

A.—There are two lights on that Nova Scotia Coast up there, but they are only small lights intended for the fishermen.

Q.—Do you need them yourself ?

A.—Certainly they are of assistance, going up in the dark ?

Q.—Are they necessary ?

A.—Yes, they are necessary for safe navigation.

Q.—Have you anything to say about what should be done with these
20 lights ?

A.—No, they are very weak in power, but I don't suppose they will alter them for they are only intended principally for the fishermen.

Q.—Have you anything to say about Cape North ?

A.—There is a light there but it wants improving.

Q.—Do you know if there is a fog signal there ?

A.—No, sir.

Q.—Should there be one ?

A.—Yes sir, for the coal trade.

Q.—Now where do you make for ?

40 A.—Bird Rocks.

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Q.—Well now, to return and suppose that we had taken our departure from Galantry Point your next point would be Cape Ray ?

A.—Yes; sir.

Q.—Have you any remarks to make about that ?

A.—I have always thought Cape Ray light is placed too far West. You can't see it before you get the Gulf open.

Q.—Have you considered the matter sufficiently to state where the light should be ?

16 A.—It should be here at Port Basque. They have a small light there now but it is no use for big steamers navigating there. It is only intended for the steamers running across there to go into that harbor.

Q.—Apart from your idea that the location of the light should be changed, have you any remarks to make ?

A.—Cape Ray light is a good light, but it is in a bad position.

Q.—If the light cannot be changed have you any remark as to what should be done with Port Basque light to improve it ?

A.—Make it stronger.

Q.—How about the signal on Cape Ray ?

A.—There is a fog horn there.

20 Q.—Have you heard it ?

A.—In my opinion it would be better at Port Basque.

Q.—Is it loud enough ?

A.—Yes, it is all right at Cape Ray.

Q.—And then comes the Bire Rocks ?

A.—Yes, there is a gun there or a bomb it is now.

That light should also be changed to a revolving light. It is now a fixed light and you are liable to mistake it for a fisherman's light if there is a little haze, and a powerful fog horn, on the Rocks.

Q.—Then your next point is, where ?

A.—Up to Fame Point.

30 Q.—You have dealt with Fame Point ?

A.—Yes.

Q.—Have you taken sufficient soundings in the Gulf of St. Lawrence and in the Straits to be able to state whether the soundings as given on the charts are correct ?

A.—Well, I have sounded mostly every place there is a bank. The Bird Rocks bank is all right and you can approach within a mile of the Bird Rocks by soundings. And Heath Point is all right, but in the other parts of the Gulf until you get to Matane you can't place any dependence on soundings.

40 Q.—Do you suggest a hydrographic survey ?

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A.—Yes sir, it is very important, for it is so many years since it was surveyed that you don't know what changes there are in the soundings. The Straits have all been re-surveyed lately and there is a very great difference between the old charts and the new ones.

Q.—In the lower St Lawrence going up or going down during the part of the year in which snow-storms prevail, do you find it easy to see the land marks ?

A.—When the land is covered with snow you can't pick them up at all

10 Q.—How could they be made so that you could pick them up more easily ?

A.—I am sure I do not know what to recommend for that.

Q.—Have you any suggestion at all to make in regard to that ?

A.—I don't see that I can. The only difference you could make is in the painting and I suppose one paint is as hard as the other in snow.

Q.—Is it a fact that it would be advisable to make these marks more distinctive ?

A.—Yes sir, all Gulf light houses now have distinguishing marks on them already.

20 Q.—But to make them more prominent and so that they could be more easily seen in the day time in the snow season would be a benefit ?

A.—Yes it would certainly be a benefit to navigation. There is one thing I would like to suggest : as you will notice by the chart on the South shore there are no soundings all the way from Gaspé to Matane, no soundings to rely on, and it is absolutely necessary to put fog signals along that coast to guide the ship.

EXAMINED BY MR GEAR :

Q.—In going eastward, after you leave Cape Magdalen and point for
30 South Cape is there any improvement that you have to suggest as you approach South Point ?

A.—No, sir.

Q.—Is a buoy any good there ?

A.—It would be no use unless it was a light buoy and you couldn't depend on the light remaining there. You can't see buoys in the night you know

Q.—What if it was a bell buoy ?

A.—You wouldn't hear it in time to clear it in the night time.

And further deponent saith not.

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A. W. G. MACALISTER,

Official Stenographer.

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I the undersigned, Alex. W. G. Macalister, of the City and District of Montreal, Official Stenographer, upon the oath I have already taken do hereby declare that the foregoing pages numbered from one to eighteen and being eighteen pages in all, are and contain a true and faithful transcript of the evidence given in this matter by Captain Rollo by me taken means of stenography.

And I have signed.

A. W. G. MACALISTER,
Official Stenographer.

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DEPOSITION OF CAPTAIN WILLIAM STITT, OF THE
STEAMSHIP "ALCIDES"

20

Taken this 30th day of October 1900.

EXAMINED BY THE CHAIRMAN.

Q.—What port did you sail from ?

A.—Glasgow.

Q.—How long have you been trading in the St Lawrence as master ?

A.—Two years.

Q.—Had you been here before that ?

A.—No I never was in Montreal but I have been as far as Quebec be-
30 fore

Q.—What route did you take ?

A.—I came by Cape Race this time.

Q.—Under instructions from your owners ?

A.—Yes.

Q.—You have come by Belle Isle of course ?

A.—Yes.

Q.—Will you tell us suppose you had had no instructions from your owners what route would you have chosen ?

A.—At this time of the year I would have chosen Belle Isle because
40 it is a good bit shorter.

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Q.—At this time of the year have you as much fog coming by Belle Isle as you have coming South ?

A.—No, you don't.

Q.—What about the ice ?

A.—It is very seldom you see ice this time of the year. There is an odd berg now and then. Early in the season you see more ice.

Q.—Then you have more fog ?

A.—We haven't as far a distance to travel in the ice-track. On the Cape Race route you have farther to travel in the ice track than farther North.

Q.—Well, in approaching Belle Isle would you suggest any improvements for the bettering of navigation ?

A.—I think there should be a light on the North East end of Belle Isle and a fog signal too.

Q.—What sort of a fog signal ?

A.—A siren or a good whistle.

Q.—How is the light on the Newfoundland Coast at Cape Bald and Cape Norman ?

A.—Pretty good lights—In fact all the lights in the Straits are pretty good.

Q.—The main lights on the Island when you can see them are good too ?

A.—Yes, the Belle Isle light is good.

Q.—How far off can you see that ?

A.—I have seen it twenty-four miles in clear weather.

Q.—Is there a good fog signal there ?

A.—Yes, it is a good fog signal now.

Q.—Is the Western end of the Straits properly lighthed ?

A.—Yes, both Point Amour and Greenley are good lights and there is a new light on Flower Island that is a good light.

Q.—Is there a fog signal at Flower Island ?

A.—No there is no fog signal and it would be an improvement to a navigator to have one whether going East or Southward.

Q.—Do you not think that wherever there is a light there should be a fog-signal ?

A.—Yes sir, at all the heads where the lights are.

Q.—Well, going down the Gulf through the western entrance to Heath Point have you any suggestion to make ?

A.—I think there should be a light and a powerful fog-signal on Cape Whittle ?

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Q.—In rounding Heath Point you have good soundings?

A.—Yes.

Q.—In fact you can go round in fog without any difficulty?

A.—Yes sir, with your lead for that fog-signal at Heath Point I never heard at all—And that light, if you happen to get to the Northward you can't see the light at all. There should be a light at east Cape.

Q.—Do you think a buoy would be any use at Heath Point?

A.—No, because as a rule in a fog we can't see it.

Q.—An automatic buoy?

10 A.—You can't hear them any distance in a fog.

Q.—After you round Heath Point you make for South Point?

A.—Yes, it is a very good light there and a very fair fog-horn.

Q.—What kind of a light is on Heath Point?

A.—A fixed light.

Q.—Would it not be better to have that light flashing?

A.—Yes they are the best. You can pick them up far better.

Q.—After leaving South Point what point do you steer for?

A.—Cape Magdalen.

Q.—Not Fame Point?

20 A.—No not coming from Belle Isle. Coming South you steer for Fame Point a few miles off.

Q.—Is there a good light there?

A.—No sir, it is a fixed light—supposed to have a red flash, and it is hard to find the red flash.

Q.—How is it that the red flashes are so bad?

A.—I suppose the light is not strong enough.

Q.—Have you a fog-signal at Fame Point?

A.—No, there should be a powerful siren there.

R.—What about the lights at Cape Magdalen?

30 A.—There is a good fog signal, but the light is an alternating light red and white, and I don't think it is powerful enough.

Q.—Taken from there to Father Point have you anything to suggest?

A.—Not until we get to Matane.

Q.—You have seen the buoy there?

A.—Yes and it is not very big, you have to get close enough before you can pick it up.

Q.—What sort of a buoy do you recommend?

A.—Well, that buoy at Matane isn't the right shape in the first place. You want a large can buoy.

40 Q.—Wouldn't you rather have a gas buoy?

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A.—No, I don't think so.

Q.—What have you to say about these other points ?

A.—There is no fog signal at Martin River and it is a fixed light and should be altered. Cape Chatte has a pretty good fog - signal.

Q.—That is a bomb ?

A.—Yes, I have heard it four miles off and I have been within a mile and half of the land and could not hear it at all. It is very hard to locate these guns or bombs.

Q.—Is there anything else you would recommend ?

10 A.—A powerful whistle or siren would be better than the bomb.

Q.—Then there are no signals at Matane and Metis ?

A.—No, not until you get to Father Point.

Q.—What about Father Point ?

A.—It is a very good light but the fog signal should be altered. The gun is very good for answering a signal from a ship and I would use the gun to answer ships and have a whistle or siren for a fog-signal.

Q.—What about the light at Cape Race ?

A.—It is a very fair light but in hazy weather it is very good going West, but going East before you open Cape Race light you are not clear
20 of all danger.

Q.—Have you any suggestion to make as to Cape Race ?

A.—The light ought to be further West.

Q.—You have good soundings there ?

A.—Yes, pretty fair soundings.

Q.—What is the next place ?

A.—The next is Cape Pine, and there should be a fog-signal there too and it is a fixed light a good light in clear weather, but it has no power to penetrate through any haze.

Q.—Then where do you make for ?

30 A.—About seven or eight miles off St Pierre. There is no good light there.

Q.—These French lights as a rule are first class ?

A.—Yes.

Q.—Is it a fixed light ?

A.—No a flash light.

Q.—Then what about Cape Ray ?

A.—There might be some improvement made there. I fancy that light is too far West.

Q.—But you have a light on Port Basque ?

40 A.—But there is no power.

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Q.—Would a powerful light on Port Basque make navigation better?

A.—I would move that Cape Ray light farther East to Duck Island.

Q.—Wouldn't it be better to try and get a light on Duck Island and leave the other where it is?

A.—Yes, of course that would be better.

Q.—Well, after you pass Cap Ray what next?

A.—The Bird Rocks—That is all right

Q.—Have you ever heard the gun of Bird Rocks?

A.—I heard it once I think.

10 Q.—Would a fog-whistle be better?

A.—Yes.

Q.—What have you to say about Sydney?

A.—Well, there is a light on Flint Island which is a very bad light. You can't see it for any distance at all. And there is a fog signal on Cranberry Head which would be better alongside the light at Low Point.

Q.—Well then you steer for Rosier or Fame Point?

A.—Yes.

Q.—After you leave Father Point, between there and Quebec have you anything to suggest?

20 A.—No, I think the pilots have a better knowledge of the place than we have.

Q.—What about the Western end of Orleans Island - Don't you want a leading light there?

A.—We want two leading lights there.

Q.—When does your snow commence in the Gulf?

A.—I have seen snow in October in the Belle Isle route.

Q.—Do you prefer snow or fog?

A.—That all depends on what sort of snow you get.

Q.—Which gives the most difficulty?

30 A.—I don't think there is any choice between them.

EXAMINED BY MR CAMPBELL.

Q.—Would you recommend more distinctive day marks on the light-houses in the Gulf?

A.—I don't think painting the light house is any good for the snow covers it up.

Q.—Now, would it do to have a pole with a distinctive mark of some kind on the top?

A.—That might do.

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Q.—Do you have much more fog in November going down the Gulf and much more snow than going up the British on your way to Glasgow?

A.—We get more fog on the other side as a rule than we do here.

Q.—Do you think it is much more dangerous going from Father Point to Cape Ray than to go up the British Channel with the enormous number of steamers you have there?

A.—No, sir,

Q.—How do you think these lights in the Gulf and the Straits compare with the American lights?

10 A.—Our lights are not so powerful.

Y.—Well should they be more powerful?

A.—Certainly.

Q.—So you think our lights are much inferior to the American lights?

A.—Yes.

Q.—Have you noticed that the lights on St Pierre and Miquelon are more powerful than the lights on the Newfoundland coast?

A.—Yes, Gallantry Head is a better light but that is a good one on Cape Gaspé. It is rather out of our road but on a clear night you can see it a long way off.

20 Q.—Which way will you go home?

A.—By Cape Race.

Q.—When do you sail?

A.—The first of November.

Q.—Why do you go by Cape Race?

A.—Instructions. If the matter was left to myself I would go by Belle Isle?

EXAMINED BY MR GEAR :

30 Q.—Going in by the Straits of Belle Isle, and approaching Heath Point have you any suggestion to make regarding light ship buoys or anything else?

Q.—Well, I think there should be a light on East Point.

Q.—What about a light ship?

A.—Well, the job is holding one there.

Q.—Supposing it could be held there would it be a good thing to have one in twenty fathoms of water?

A.—Certainly—with a good fog signal outside the danger you would have light and fog signal outside the danger.

40 Q.—Have you any opinion to express regarding the lights and fog-signals from Sydney up the Cape Breton coasts?

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A.—Well there are two lights at Inguish Island, and one light on Cape North. That light is supposed to be a twenty-one mile light. Well it is over two hundred feet high and on a clear night we can see it at a distance but if there is any haze on I have been within seven miles of it and could not see it. It is a poor light and there is not a fog signal there.

Q.—In approaching the Bay of Fundy have you my suggestion to make regarding aids to navigation?

10 A.—Yes. Cape Sable light is a very fair light, but it is about two a half miles inside of the outside danger, and as for the fog-signal, well there is no fellow that has a head on his shoulders who will try to find it in a fog and I think if there were a light ship in twenty—or twenty five fathoms off there and a good fog signal it would be a good thing.

Q.—What is the next?

A.—Seal Island light—That is a good light and there is a signal there. Then comes the Lutcher Shoals. There should be a light ship there with a good fog signal and there is only one of those whistling buoys.

Q.—And after that?

A.—That South Reef by Brier Island. There should be a light-ship there with a fog-signal. From there to St. John it is a clear run.

20 Q.—How about the entrance to St. John?

A.—There is a very poor light at Musquash.

Q.—That is all you have to recommend?

A.—Yes.

Q.—Coming out from St. John have you any improvements to recommend or will those answers which you have mentioned?

A.—Yes, those ought to aid the navigation out.

Q.—What about Halifax?

A.—I have never been there.

And further deponent saith not.

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A. W. G. MACALISTER,

Official Stenographer.

I, the undersigned, Alex. W. G. Macalister, Official Stenographer, upon the oath which I have already taken do hereby declare that the foregoing pages numbered from one to ten and containing ten pages, are and contain a true and faithful transcript of the evidence given by Captain Stitt in this matter.

And I have signed.

A. W. G. MACALISTER.

Official Stenographer.

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DEPOSITION OF CAPTAIN GRIFFITH C EVANS, OF THE
STEAMSHIP "LAKE SUPERIOR"

Taken this 30th. day of October, 1900.

EXAMINED BY THE CHAIRMAN.

- 10 Q.—How long have been in command ?
A.—Three years.
Q.—And how long running to the St Lawrence ?
A.—As officer and Captain for nearly sixteen years.
Q.—What Port did you sail from this time ?
A.—Liverpool.
Q.—Which route did you take ?
A.—Belle Isle on account of the saving of distance.
Q.—Don't you as a rule make better weather North ?
A.—I often think so.
20 Q.—Have you any suggestion to make as to lights or fog-signal at Belle-Isle ?
A.—I think we need a good fog-signal at the North End of the Island.
Q.—And a light too ?
A.—A light would be very useful too, but a fog-signal is the most important.
Q.—That is the North East end ?
A.—Yes.
Q.—How is the light on the Newfoundland Coast, Cape Bald ?
30 A.—It is a good light, and so is the Belle-Isle light, a good light.
Q.—Have you a good fog-signal there ?
A.—Yes, I haven't happened to hear this new fog-signal, but I think it is a good signal. It must be better than the gun.
Q.—You have never heard it ?
A.—No, it was only put in last fall.
Q.—Do you think if there was a light on the North East end of Belle Isle it would be any inducement for you to go North ?
A.—It would be just as easy to go North as South.
Q.—But there are dangerous reefs there ?
A.—Yes.

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Q.—Do you think that is any reason why there should not be a light there ?

A.—No I think that is a reason that there should be one there.

Q.—Is it not a fact that in thick weather you make up North oftener than South ?

A.—Yes.

Q.—And you cannot see this light as it is now if you are four or five miles to the North ?

A.—No, it is shut in by the Island. The only thing is that up North
10 you strike a bank of soundings about thirty miles off there at about ninety fathoms. If you are a little south of your track you cannot make any soundings at all until you get close in.

Q.—Do you think it would be more dangerous to go to the North part of the Island than the South ?

A.—Not with a light there and clear weather. I would not attempt to go through there in foggy weather.

Q.—Would it be any more dangerous than going South ?

A.—That reef is the only thing. You want to give it a wide berth.

Q.—Is there anything else that you can recommend ?

A.—No, not there.

20 Q.—After you pass the Western end of the Straits - Are the lights all right there ?

A.—I think we should have a light down about St Mary's Island.

Q.—What about Cape Norman - Going through the Straits from the Eastward ?

A.—It is all right.

Q.—Is there a fog signal there ?

A.—Yes, a good one I heard it last time going home and Point amour is a good light and so is Greenley.

30 Flower Island is a good light, but I think it would be a good thing to have a fog-signal there.

Q.—Don't you think that wherever there is a light house there should be a fog signal ?

A.—Yes sir, if you can make them distinctive.

Q.—But if it is possible to do that you think there should be one wherever there is a light ?

A.—Yes, as long as it can be distinctive.

Q.—You say there should be a light on St Mary's Island ?

A.—Yes, I think it would be better there than at Cape Whittle.

Q.—What about Heath Point ?

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A. — Well, the light is all right, but it would be better if it was a flashing light.

Q. — Is it a fixed light ?

A. — Yes.

Q. — What about another light farther North on East Cape somewhere ?

A. — I think it would be a good thing to have a light on each Cape.

Q. — Do you ever go past Anticosti on the North ?

A. — No, I never was through. There is very little gain in distance

10 Q. — On the Newfoundland coast approaching from the western entrance of the Straits what have you to suggest ?

A. — At Point Rich there is no fog-signal and I think one would be useful but would be even better on one of those islands off the Bay of St John.

Q. — Wouldn't you have to have a light there too ? ?

A. — I thought it would have been better there than at Flower Ledge

Q. — I suppose the majority of the Captains preferred Flower Ledge ?

A. — I suppose so.

Q. — You can go around Heath Point in the fog ?

20 A. — Yes, by the lead.

Q. — Do you think the light to the North of Heath Point would be better than having a lightship anchored out there ?

A. — I think a lightship would be better, because you can steer well clear of the land. You make the light-ship instead of making the land to make your shore light.

Q. — You get your warning farther away from the danger ?

A. — Yes.

Q. — How far from the land do they generally put them ?

30 A. — That depends. A light ship might easily be fixed there off Heath Point seven or eight miles as far as the holding ground is concerned. I don't see why a light ship could not stay there as well anywhere else. It is only a question of mooring.

Q. — There are lots of light-ships in the English Channel ?

A. — Yes all over in more exposed places than that, both on the American Coast and our own coast.

Q. — After passing Heath Point you make for South Point ?

A. — Yes sir, it is all right there is a fog-signal there.

Q. — Do you always sound going along between South Point and South West Point ?

40 A. — Yes sir, if it is foggy I sound every quarter of an hour or ten mi-

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notes and sometimes going down in clear weather I sound every two or three hours just for my own guidance in the future for the soundings do not always agree with the chart. I think the whole Gulf ought to be re-surveyed.

Q.—Well, after leaving South West Point where do you steer for ?

A.—Fame Point.

Q.—What do you think about Fame Point and Cape Magdalen ?

A.—Fame Point is the most important and we should have a powerful flash light there. It is now a fixed light with a red flash. And the
10 next one at Cape Rosier is also a fixed light.

Q.—Is there a fog signal at Fame Point

A.—No sir, there is not and I think it very necessary that there should be one there.

Q.—What about the other lights between there and Father Point ?

A.—Well, Martin River is only a fixed light, Cape Chatte is a good light and distinctive, but Matane is not much good and wants improving most decidedly.

Q.—Is not there a buoy off Matane ?

A.—Yes, there is a small buoy, and last voyage I got on the wrong
20 side of the buoy without seeing it.

Q.—Then you need a proper buoy there ?

A.—Yes sir, we need a good large can buoy, and I don't think it would be any harm to have it a whistling buoy.

Q.—How would they have it whistle ?

A.—With the movement of the water.

Q.—Would that be better than a bell ?

A.—Yes, a bell would only ring when it moved.

Q.—How far could it be heard ?

A.—Perhaps a mile and perhaps not half a mile.

30 Q.—What about Father Point ?

A.—There should be a good signal there. The gun is no good. I think it would be well to have the gun to answer ships signalling for pilots, but two voyages ago I got there in a fog and stood in towards Rimouski and stopped and I did not hear Father Point gun until I had been there for an hour.

Q.—Is there a good light on Father Point ?

A.—Yes, a very fair light - A revolving light.

Q.—How far off can you see it ?

A.—Twelve or thirteen miles in clear weather.

40 Q.—Have you any suggestion to make between Father Point and Quebec - What about the new light on the Traverse ?

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A.—That is a good light and is a great improvement on the light-ship.

Q.—Do you need anything on the western end of Orleans Island ?

A.—Yes we need a leading light of course we have the two red lights above leading into the harbor.

Q.—Don't the numerous electric lights there confuse you ?

A.—Yes, I think it would be a great help to have a light on the Western end of Orleans Island. It would help going both ways.

Q.—Suppose you were coming in South and making for Cape Race,
10 what have you to say about that ?

A.—I think there should be a more powerful light there. The fog signal is very good and there are good soundings there.

Q.—Do you think that light is in the right place ?

A.—I think it would do a little further South but it would not do to go too far South you would shut it out from the North.

Q.—You don't always make that light going out ?

A.—You would not go looking for it in thick weather--You could always feel your way around with the lead.

Q.—After passing there ?

A.—Cape Pine—That is a good light, but it is a fixed light and there
-0 is use fog signal there.

Q.—Can you see Cape Race light from Cape Pine ?

A.—No, you cannot -- You would have to be well to the South of Cape pine before you could pick up Cape Race light.

Q.—What is the distance between Cape Race and Cape Pine.

A.—Nineteen miles.

Q.—Then as a matter of fact going East when you make Cape Race light you are practically out of all danger from the land ?

A.—Yes.

Q.—And then you haul up the Gulf ?
30

A.—Yes.

Q.—What about Cape Ray ?

A.—I think we could have a great improvement there.

Q.—It is a revolving light ?

A.—Yes, but I think a flashing light would be much better.

Q.—There is a steam horn there, I believe ?

A.—Yes, but I don't remember having heard it.

Q.—And then the Bird Rocks ?

A.—Yes sir, that is a fixed light and a gun—They are all right because the soundings are a good guide there.
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Q.—Do you think there should be a fog-horn there instead of a gun ?

A.—I have heard the gun a long distance off but then on the other hand you might hear it five or six miles off but one or two miles off you might never hear it at all. I have known that to happen at Belle Isle.

Q.—And then comes Cape Rosier ?

A.—Yes.

Q.—What about the relative wickedness of snow storms and fog ?

A.—I think one is as bad as the other. Of course when you get a snow storm the weather is worse and you may get a strong breeze but in a fog
10 there is seldom any breeze

Q.—How soon do you get snow ?

A.—Any time in October. The land is all covered with snow in the Gulf now.

Q.—Will you go out by Belle Isle this time ?

A.—It depends on the weather when I get there.

EXAMINED BY MR. CAMPBELL.

Q.—Is it not a fact that the danger in snow-storms is very much
20 greater in sailing ships than in the modern steam ships of to-day ?

A.—Yes.

Q.—Therefore the old idea of October and November in the Gulf of St Lawrence is to a certain extent false now on account of the great number of steamers now instead of sailing ships ?

A.—Yes.

Q.—Did you ever come here in a sailing ship ?

A.—No sir.

Q.—Do you think it much more dangerous for your ship going up the St. Lawrence in October than in August ?

A.—No.

30 Q.—You wont have as much fog ?

A.—No, but the nights are longer and you might have a little snow but the chances are you will not have as much fog and you have clearer weather.

Q.—In sailing from Halifax to St. John have you any suggestion to make in making Halifax ? What about these lights ?

A.—Samboro is a good light and chebucto head and that is the first one we pick up ?

Q.—Of course if there is a snow storm there you have to stay off ?

A.—Yes.

40 Q.—Well, then the next is Little Hope ?

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A.—Yes, that is a good light.

Q.—Are these better than the lights in the Gulf?

A.—No sir, not better than the leading lights.

Q.—That light is sixty-five miles from Sambo?

A.—Yes but there are lights between.

Q.—But not important lights?

A.—Well Ironbound Island is a good long range light.

Q.—Is it improved now?

A.—Well, it was changed before we were running there.

10 Q.—But a three flash white light is a good light?

A.—Yes.

Q.—Have we any of these in the Gulf?

A.—You have some two flash lights. Point Rich is a double flash.

That is the only one except Cape Gaspé

Q.—What about Gull Island sixteen miles West?

A.—That is a good light and can be seen in fair weather about twelve miles.

Q.—Would you suggest a more powerful light there - Do you depend upon it much?

20 A.—It is a coast light and I think it should be a twenty mile light anyway.

Q.—What about Cape Negro?

A.—It is a wretched affair and decidedly wants improving.

Q.—What kind of a light is it?

A.—It is only a ordinary flash, red and white, of little service to the coaster in its present position. It can be plainly seen when vessels are pointing West, but on the Eastern course it can't be made out until about abeam. It would appear to me very desirable to have this light placed on the South East side of the Island as by so doing it could be seen when pointing either East or West.

30 Q.—What about Baccaro light?

A.—It is a red fixed light and very poor one and of very little use to the mariner.

Q.—Is it not a fact that in going from Halifax to St John you have your pilot with you?

A.—Yes usually but he is not in charge but his local knowledge is very useful.

I think all these light-houses should be made more distinctive as day marks especially in the winter. The shape of them is wrong and very often you cannot tell a lighthouse from the gable end of a barn. If they were built

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in round towers you could always pick them up. Some of them are very much like an ordinary house.

Q.—What about the idea of putting a flag pole up with a large ball of some description on it ?

A.—That is a very good idea if it is large enough. I find very great difficulty in coming with the snow on the ground to tell which light house it is or to pick it out from the other buildings.

Q.—They are supposed to have different stripes ?

A.—Yes, but you can't depend upon picking those up until you are close in. It is a very small building. If they built them round like Point Amour it would be better but these square light houses are very hard to find.

Q.—How do you think the Canadian lights compare with the American Lights ?

A.—I think the American lights are very much better and more powerful.

Q.—And the same may be said of the British lights ?

A.—Yes sir, but they are not as good as the American lights.

Q.—You know they think it is very dangerous to navigate in the St Lawrence from the 15th of September to the 15th of November—Do you think it is any more dangerous than from the 15th of May to the 15th of September ?

A.—I think it is a little more dangerous because you are apt to get a little more snow and longer nights.

Q.—But you have clearer weather then than in June and July as far as the fog is concerned ?

A.—Yes sir, there is less fog.

And further deponent saith not.

A. W. G. MACALISTER,

39

Official Stenographer.

I, Alex. W. G. Macalister, Official Stenographer, upon the oath which I have already taken do solemnly declare, that the foregoing pages from one to twelve and containing twelve pages are a true transcript of the evidence given by Captain Evans in this matter.

And I have signed.

A. W. G. MACALISTER

Official Stenographer.

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DEPOSITION OF CAPTAIN WALTER CHAPMAN, OF
THE STEAMSHIP "MONTEAGLE",

Taken this 30th day of October 1900.

EXAMINED BY THE CHAIRMAN:

- 10 Q.—How long have you been in command ?
A.—From 1898, 2 years.
Q.—Have you been running to the St Lawrence all that time ?
A.—No sir, I was here one season, and since that time I have only
been here since August just a season and a half on the St Lawrence
Q.—What port did you sail from ?
A.—From Avonmouth
Q.—What route did you come ?
A.—Cape Race.
Q.—Had you instructions from your owners to come that way ?
A.—No sir I came by Cape Race because going through Belle-Isle
20 last time I had a lot of snow, and I made better weather going South.
Q.—What have you to say about Cape Race ?
A.—I think Cape Race light-house should be further South.
Q.—Is the light itself good ?
A.—Yes sir, it has a good range.
Q.—What about the fog-signal ?
A.—I have not heard it.
Q.—Have you good soundings there ?
A.—Yes.
Q.—Well, from Cape Race on up the Gulf ?
30 A.—Cape Pine is all right.
Q.—Is there a fog-signal there ?
A.—No, I don't think so.
Q.—Is it necessary to have one there ?
A.—Certainly.
Q.—What is your opinion as to having fog-signals where there are
light-houses ?
A.—Decidedly where there is a light-house there should be a power-
ful fog-signal.
Q.—Then what comes next ?

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A.—Gallantry and Miquelon, and then Cape Ray.

Q.—What have you to say about that ?

A.—It is all right but I think it would be better to do away with that and put the light on Duck Island, and a good powerful siren too. It is a good light-house but you have dangers outside of it. There should be an alteration at Bird Rocks -- that gun should be done away with—I don't believe in guns, I don't think they are fired in proper time.

Q.—What do you prefer ?

A.—One of those high and low sirens.

10 Q.—Well, proceed ?

A.—Cape Gaspé is a good light.

Q.—A flash light ?

A.—Yes sir and the next is Cape Rosier. That is a good light.

Q.—Is it a good whistle ?

A.—I haven't heard it.

Q.—What about Fame Point ?

A.—A very powerful light is wanted there and fog a signal.

Q.—Is it not a fact that you very often make Fame Point, and not Cape Rosier ?

20 A.—Yes, sir.

Q.—And you have a more powerful fog-signal at Cape Rosier than you have at Fame Point ?

A.—I haven't heard it.

Q.—What about Cape Magdalen ?

A.—Well, I think Cape Magdalen should be changed too. I am in favor of these occulting lights.

Q.—What is it now ?

A.—A four or three flash light.

Q.—All the same color ?

20 A.—Yes.

Q.—What about Martin River ?

A.—These are not good lights along the coast and I think there should be better fog-signals along there.

Q.—There are none there ?

A.—No sir.—Cape Chatte is a good light but the fog-signal wants altering.

Q.—Have you ever seen the buoy at Matane ?

A.—Yes sir, I have just seen it and that is all. It wants to be altered to a bigger automatic can buoy.

40 Q.—What about the light ?

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A.—It is a fixed light. I would alter that and it must be more powerful.

Q.—And you want a fog-signal there ?

A.—Yes.

Q.—What about Little Metis ?

A.—It is a small light and should be made more powerful with a fog-signal.

Q.—What about Father Point ?

A.—It is a good light but I think the light-house should be built a little higher to give it a longer range for fear of fog in the channel to the North-ward.

Q.—What about the fog-signal there ?

A.—It is a gun. It is no good and should be changed.

Q.—You have been through Belle Isle ?

A.—Yes.

Q.—Have you any suggestion to make as to improvements that might be made there for the betterment of navigation and safer approach to the Island ?

A.—Belle Isle is a good light but you can only see it in clear weather It is so high up on the Island—If the light-house was built lower down to the water.

Q.—But there are two lights there ?

A.—Yes, but you can't see the lower one from the Gulf.

Q.—Wouldn't it be better to have a light and a fog signal at the North East end of the Island ?

A.—Yes.

Q.—Is it not a fact that coming down on the circle you are more apt to make the Northern part of the Island than the South ?

A.—Yes.

Q.—Do you think if there was a light there you would be tempted to go through the Northern passage ?

A.—I would never attempt it.

Q.—You would go right down as soon as you made that North light ?

A.—Yes sir, if there is any ice there it is always in the Northern channel, and sometimes big bergs get anchored there.

Q.—What about the light at the Western end of Straits ?

A.—Well, I think there should be a change in the fog-signals at Cape Bald and Cape Norman.

Q.—That is on Newfoundland ?

A.—Yes sir, one is a blast every five seconds and the other every ten seconds.

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Q.—The lights are good ?

A.—Yes sir, but I think there should be a change in the fog signals. In the distance you can't tell them apart for the whistles have exactly the same sound.

Q.—But there is not much danger of mistaking one of these for the other as they are at opposite ends of the Strait ?

A.—But if you heard the fog whistle at Cape Norman and you mistook it for Cape Bald you might think you were practically out of the Straits.

Q.—Have you anything more to say about that ?

10 A.—No sir there should be a fog-signal at Flower Island. There is a very good one on the opposite coast at Point Amour.

Q.—What about St. Mary's ?

A.—There should be a good light-house there with a good flash light or else at Cape Whittle.

Q.—With a good fog-signal ?

A.—Yes.

Q.—What about Heath Point ? You have good soundings there ?

A.—Yes, and a good light but there is no fog-signal. I don't think the fog-signals are powerful enough on the coast.

20 Q.—Are they as powerful as on the American coast or British coast ?

A.—No sir

Q.—Then you make for South Point ?

A.—Yes it is all right.

Q.—Then you cross the river ?

A.—Yes sir, to Cape Magdalen.

Q.—What about a lightship in twenty fathoms of water off Heath Point ?

A.—You could put it further out than that—say in forty fathoms of water say eight or nine miles off and then you could go both sides of her
30 You see you can go within three miles of Heath Point and so if the ship is eight miles off you can go inside of her if you wish.

Q.—Wouldn't it be better to have it three miles off and go outside ?

A.—I would say to put it eight miles off and keep near it on either side. I would say give us a light-ship with three lights.

Q.—About the western end of Orleans Island getting into and out of Quebec—have you any suggestion to make there ?

A.—Yes sir, a leading light is necessary there. And I think that Traverse Channel should be widened a little and have bigger buoys.

Q.—It has been improved ?

40 A.—Yes, but it can be made better still with bigger buoys.

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Q.—There are gas buoys there are there not ?

A.—Yes one at each end and there are two black buoys, and they could be made bigger.

Q.—You would have them can-buoys ?

A.—Yes.

Q.—Do you think the lights are sufficiently powerful on the whole ?

A.—I think a good many of them should be made more powerful.

Q.—And the shapes and the external marks of the lighthouses ?

A.—You can't tell one of them from another. If you come in and
10 pick one up.

Q.—They should be improved ?

A.—Yes.

Q.—How ?

A.—I think they should have red tops. Bright red to tops.

Q.—Wouldn't that be covered with snow ?

A.—Have a heating arrangement and melt it. They do that with
the Dutch lights and you always have the heat for the Whistles.

Q.—What are the tops painted now ?

A.—White every one of them.

20

EXAMINED BY MR. REFORD.

Q.—What do you think of a survey in the Gulf— Do you think the soundings are according to the charts ?

A.—No sir, I think the whole Gulf wants to be surveyed.

Q.—Right from Cape Race ?

A.—Yes.

Are the currents correctly stated on the charts ?

A.—I don't see how you can determine them for they are all influen-
ced by the local winds.
30

EXAMINED BY MR. CAMPBELL.

Q. Have you heard anything about a barge of bricks being sunk at Crane Island and obstructing the channel there.

A.—No, sir.

And further deponent saith not.

A. W. G. MACALISTER,

Official Stenographer.

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I, the undersigned, Alex. W. G. Macalister, Official Stenographer, of the City and District of Montreal, on the oath I have already taken do hereby declare That the foregoing pages numbered from one to eight and being eight pages in all are and contain a true and faithful transcript of the evidence given in this case by the above named witness, by me taken by means of stenography.

And I have signed.

A. W. G. MACALISTER,
Official Stenographer.

10

DEPOSITION OF CAPTAIN EDWARD MINISTER,
OF THE STEAMSHIP " LORD IVEIGH".

20 Taken on the 30th day of October 1900.

EXAMINED BY THE CHAIRMAN :—

Q.—What trade are you on ?

A.—Trading here from Cardif.

Q.—How long have you been master ?

A.—Four years.

Q.—Have you been accustomed to trade here ?

A.—Just last season and this.

20 Q.—Didn't you get any instructions from your owners as to how you were to come.

A.—No sir but I came by Cape Race, because I had to go the Sydney for bunkers.

Q.—If it had not been for that what would you have done ?

A.—I would have come by Belle Isle if everything had been favorable,—the wind and weather and that sort of thing.

Q.—You could not tell that leaving the other side ?

A.—No sir, but it would not have made much difference in a day or days run anyway.

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Q.—But with favorable weather as you thought you would have, you would give Belle Isle the preference?

A.—Yes, because it is shorter.

Q.—How about the ice?

A.—Well you are just as likely to meet ice South as you are North.

Q.—Is it not a fact that the position of the ice is more clearly defined on the Northern route than the Southern -- In other words you know better where to look for ice North than you do South?

A.—Yes sir, I think you do.

10 Q.—Have you any suggestion to make as to the betterment of navigation by Belle-Isle?

A.—Yes, I think it would be a good idea to stren of then the fog — signals.

Q.—What about the northern end?

A.—I have never been up North of Belle Isle, and I am not prepared to say anything about that.

Q.—Have you gone through the Straits many times?

A.—Five times.

Q.—Has it always been clear when you made the Straits?

20 A.—Yes, I would not attempt to enter them unless it was.

Q.—But have you not had to lie over waiting for it to clear?

A.—Yes.

Q.—And did you always make the Straits?

A.—I made the edge of the bank and if I could not hear anything I would stand off again until it cleared.

Q.—You never went much to the North of the light?

A.—No.

Q.—How do you find the Belle-Isle route?

A.—There is nothing particularly wrong with it.

30 There was a light there this last time on Flower Island that is a very good idea. It is a great guide especially approaching the West end of the Straits.

Q.—Is there a fog signal there?

A.—I am not sur., but there should always be a fog-signal where there is a light.

Q.—After you get out of the Straits and make for Heath Point have you any suggestion to make en route?

A.—We have only Heath Point to steer for now and I think it would be a good idea if we had a lightship anchored about six or seven miles off.

40 Q.—What depth of water would that be?

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A.—About thirty-five fathoms, I think.

Q.—Would that be better than having a light at East Cape ?

A.—Yes, I think it would be a great deal better because if you had a light-ship there you have a margin on both sides of it.

Q.—Going in by Cape Race—You have good soundings there ?

A.—Yes, and the light is all right.

Q.—What about the fog-signal ?

A.—I have heard the fog-signal on three or four passages going around there and it is a fairly good signal.

10 Q.—Do you think Cape Race light is properly placed ?

A.—I think it would be better to be shifted further South to give ships a chance of opening it out before they are in danger.

Q.—And the next place is ?

A.—Cape Pine—There is no fog signal there and it wants one very badly. The French lights are all right but Cape Ray light ought to be further out, on Duck Island because you can get right inside of the light and those reefs lie off quite a distance.

Q.—And then comes Bird Rocks ?

A.—Yes, the light on them is all right, but I have never heard the fog
20 signal there for it has always been clear weather when I passed.

Q.—And the next place ?

A.—Fame Point.

Q.—That is a very important point ?

A.—Yes.

Q.—How is it provided with lights and fog-signals ?

A.—It is a very poor light.

Q.—What distance can you see it ?

A.—It isn't distinctive enough, you want a flash or something that you can see. It is a red flash now, but you can't see it. And you want a
30 strong fog signal—a siren with a high and low sound.

Q.—What about the lights between Cape Magdalen and Father Point ?

A.—They are all poor lights and must be made stronger and more distinctive and in all cases where there is no fog-signal there should be one.

Q.—What about Father Point ?

A.—It is all right. Of course there is that Cock Point which runs out and you have to go outside and then run around into Father Point.

Q.—The fog signal there is poor ?

40 A.—I have heard it several times—It is a gun.

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Q.—Have you anything to say about the navigation between Father Point and Quebec ?

A.—Well, we have our pilot on board there and we don't take a great deal of stock in that.

Q.—You have a picked pilot ?

A.—Yes, sir, our own pilot.

Q.—Is there not a necessity for a leading light or two on the Western part of Orleans Island ?

A.—Yes.

10 Q.—Which do you prefer ? Fog or snow ?

A.—Well they are both bad.

Q.—Which is worse ?

A.—I don't know —I think the snow is the worse.

Q.—How do you find the soundings compare with the charts as a rule ?

A.—On the banks of Newfoundland I have found them very indifferent. At one point going down I got into seventeen fathoms, and it was marked on the chart about sixty-five.

Q.—How do you find it at other points ?

20 A.—On the whole they are not good.

Q.—Are you in favor of a hydrographic survey of the Gulf ?

A.—Yes, I think it is necessary.

EXAMINED BY MR REFORO.

Q.—After leaving Belle Isle, heading for Anticosti, would it be of any use to put flash lights along the North Shore of the Gulf ?

A.—It would be a very good idea to have one on St Mary's Island going down as now we have nothing from Greenley Island to Heath Point.

30 Q.—Would it be better to have it at Cape Whittle or at St Mary's Island ?

A.—St Mary's Island for that would be something to pick up before making Greenley Island.

Q.—Coming to Quebec have you any trouble with the electric lights there ?

A.—Of course you have the glare of the city in front of you.

EXAMINED BY MR. CAMPBELL.

Q.—Have you found much difference in your soundings in comparison with the chart ?

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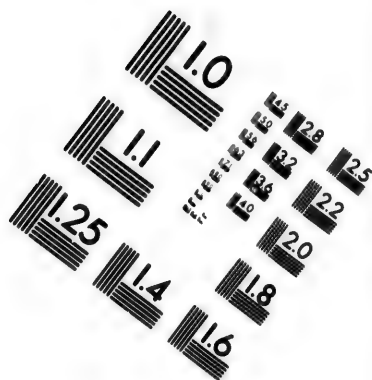
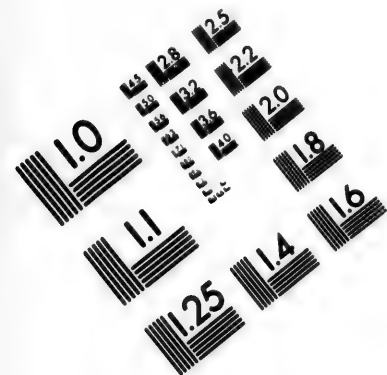
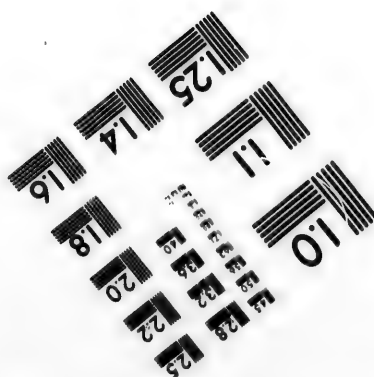
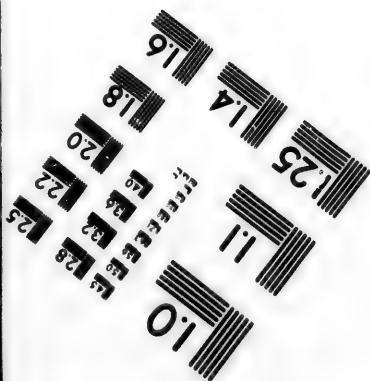
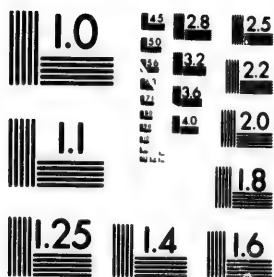


IMAGE EVALUATION TEST TARGET (MT-3)



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A.—Some places there is a great difference.

Q.—Do you ever time these revolving lights to see if they are accurate.

A.—Yes, I did.

Q.—Did you ever find Cape Ray or Cape Race light not revolving—or any of these lights ?

A.—No.

Q.—You would report such a thing ?

A.—Yes.

Q.—Would you log it ?

10 A.—I think I should and report it when I arrived.

Q.—You have run to Baltimore ?

A.—Yes.

Q.—How do our lights compare with those lights ?

A.—They are not nearly as good.

Q.—Of course you have not the same stretch of river navigation there as you have here ?

A.—Well, a good deal in the Chesapeake.

Q.—Is that much safer than going up to Father Point for instance ?

A.—I don't think there is much difference.

20 Q.—You have traded there a good deal ?

A.—Yes.

Q.—And changing the trade to Montreal, which do you prefer of the two ?

A.—Well, I have nothing to say against the St Lawrence trading. If we had good lights around the coast I would just as soon come here as any-where else.

Q.—You don't think it is doubly as dangerous to come here as to go to Baltimore ?

A.—No, sir

30 Q.—Is it much more dangerous navigating the St Lawrence than the British Channel with all the shipping that there is there ?

A.—No.

Q.—You would prefer navigating the St Lawrence ?

A.—Yes sir. I think taking all the dangers into consideration I would consider there is less risk.

Q.—Don't you have a lot of fog and snow in the English Channel ?

A.—Yes sir at certain times in the year.

Q.—Much worse than we have in the Gulf ?

A.—You can get very dirty weather in the English Channel.

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EXAMINED BY MR REFORM

Q.—Coming to Montreal in the night-time, after leaving Quebec, have you anything to say about the channel there ?

A.—No, sir.

Q.—Is it lighted well enough after leaving Quebec ?

A.—Well, when we have our pilot on board I don't take a great deal of stock in that, and I have not heard the pilot complain.

Q.—You said the St Lawrence lights were very poor ?

10 A.—Yes, they are poor all the way up excepting Cape Gaspé.

Q.—Which do you prefer, fixed lights or flash lights ?

A.—Flash lights because you can pick them up so much better. It is more distinctive—If you have a fixed light it is some time before you know what it is and especially if you come in on a doubtful position and the weather is hazy.

Q.—Do you think a siren pierces the fog better than a gun ?

A.—Yes sir, I think so.

Q.—What time would you recommend that a fog signal to be worked properly ought to be used ?

20 A.—Around these coasts I should say about two to four minutes.

Q.—And do you think it is necessary that every light house should have a fog-horn ?

A.—Yes sir, I do.

And further deponent saith not.

A. W. G. MACALISTER,
Official Stenographer.

E. MINISTER, *Lieut. R. N. R.*

MASTER.

30 I, Alex. W. G. Macalister, Official Stenographer, upon the oath which I have already taken do hereby declare. That the foregoing pages numbered from one to eight and being eight pages in all are and contain a true and faithful transcript of the evidence given in this matter by Captain Minister by me taken by means of stenography.

And I have signed.

A. W. G. MACALISTER,
Official Stenographer.

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DEPOSITION OF CAPTAIN JOHN M. WALLACE, OF THE
STEAMSHIP "PARISIAN" OF THE ALLAN LINE.

Taken the 1st. day of November, 1900.

EXAMINED BY THE CHAIRMAN.

- 10 Q.—How long have you been in command ?
A.—Twelve or thirteen years.
Q.—How long have you been trading to the St Lawrence ?
A.—For twenty-five years, as an officer.
Q.—What port did you sail from this time ?
A.—Liverpool.
Q.—By what route did you come ?
A.—Belle Isle
Q.—Had you any instructions from your owners as to what route
you should take ?
A.—Yes, it was definitely stated that I should take Belle Isle, but if
20 it had been left to myself I would have taken the Belle Isle route just
the same.
Q.—Why ?
A.—I consider the Belle Isle route is as safe as South, except of course
in the Spring of the year.
Q.—But from the 1st of July up to the end of the season you think
it is just as safe ?
A.—Yes.
Q.—In your approaches to Belle Isle you haven't very much sound-
ings ?
30 A.—No, but there are two small places about twenty-five to thirty
miles off and if you are well North you can get soundings, but if you are
South you are very close to the land before you get any.
Q.—In coming in on the great circle, you are more apt to hit the
North end of the Island than the South ?
A.—We always do that.
Q.—Have you any suggestion to make as to anything that would
improve the navigation there ?
A.—I think there should be a light on the North East end of Belle
Isle with a fog-signal.

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Q.—What sort of light would you like ?

A.—A flashing light with either a horn or a siren I don't want a gun. I don't approve of guns at all.

Q.—The Government are afraid that that will encourage Captains to come in North of Belle Isle ?

A.—I came in that way this time and have done so several times but I would never go in that way unless I was thrown up that way and the weather was very clear.

Q.—Would you go in that way at night ?

10 A.—Well, if there was a light there I would but I would not attempt it now.

Q.—Are there a lot of outlying reefs about three miles off ?

A.—Yes.

Q.—Then for that reason don't you think a light there would be of advantage to the mariner ?

A.—Undoubtedly a light is an advantage It is a safe thing anywhere and I would like a light there for coming down on the circle track you may get set a little further north than you suppose, and that shuts of the light at Belle Isle altogether, and then sometimes there is a state of the atmosphere so you can't see the Island until you are very close to it ; and
-6 when you are close in there you can sound about 114 fathoms. And the land I am pretty sure would shut out the sound of the present fog-signal.

Q.—That is if you were five or six miles North you could not hear the fog-signal as it is now ?

A.—Exactly. This time I was up North, and when I first saw Belle Isle it had a peculiar appearance. I did not know what it was and there was a mirage or something that looked like Belle Isle off to the North so I went in the North.

Q.—What time did you arrive there ?

A.—About two o'clock in the afternoon.

30 Q.—Was it clear ?

A.—The Strait was perfectly clear but away South the fog was just being blown out and the Southern passage was all fog.

Q.—Do your charts show this Labrador Coast ?

A.—Yes, we have a chart that has been printed lately of the whole Straits with the soundings all through.

Q.—How do you find these soundings on the charts compare with the actual soundings ?

A.—I find them very good.

40 Q.—Do you think it would be desirable to have a new hydrographic survey of the whole St. Lawrence and Gulf ?

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A.—Well, sometimes you will find a great difference but then the question arises is that on account of the air on the glass of the sounding tubes. The temperature changes them two or three fathoms and I never found more than two or three fathoms difference, but of course these banks are going to change at different times.

Q.—Do you think it would be desirable to have a new survey?

A.—Yes, I think it would be better.

Q.—Well when you go South of Belle Isle, is the light on Belle Isle all you desire?

10 A.—Yes, that is all any man can desire.

Q.—And the fog signal?

A.—I have not heard it.

Q.—How is the light on Cape Bald?

A.—A very good light indeed. And then Cape Norman on the Newfoundland shore and the next thing is Point Amour on the Labrador coast.

Q.—There is nothing you would suggest in the Straits themselves?

A.—No, sir.

Q.—What about the Western entrance?

A.—That is well lighted since they have put that light on Flower
20 Island.

Q.—There is no fog signal there?

A.—No, sir, and there ought to be. Wherever a light is required a fog signal is necessary.

Q.—After you pass the Western entrance and make for Heath Point is there anything you would suggest in that stretch of two hundred and forty miles.

A.—No, sir.

Q.—What about St Mary's Island on the Labrador coast?

A.—In all my experience I have had no difficulty between these two
30 places

Q.—You would not mistake a light there for Heath Point or anything else?

A.—No, for it is too far off. Any light at any time is an improvement but I would suggest something else on Anticosti on the North East side.

Q.—Between Heath Point and Fox Bay?

A.—Yes sir. On the high place—a light and a fog-signal.

Q.—Do you think that would be more advisable than having a light-ship anchored in twenty fathoms of water?

40 A.—I don't approve of that so much.

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Q.—You have good soundings at Heath Point ?

A.—Yes very good. but the trouble is in approaching Heath Point from the Straits of Belle Isle you can get close up to the land and cannot see the light—the present one at Heath Point, the distance is too great. and if you are carried by the current and forget you have a lead on board this new light would prevent anything like that. We would have the light in clear weather and the signal in foggy weather and the lead at all times

Q.—Is it a good fog-signal at Heath Point ?

10 A.—I have never heard it.

Q.—Should there be a good one there?

A.—Yes, there ought to be a very good fog-signal there

Q.—And then you go the South Point ?

A.—Yes, I have nothing to suggest there.

Q.—Is there a buoy off there ?

A.—I never seen one. There used to be one off Heath Point, but I have not seen it this year.

Q.—And then you cross the river and make for Fame Point or Magdalen?

10 A.—Yes.

Q.—What about Fame Point?

A.—The light is very good.

Q.—That is the Point you make for when you come South?

A.—Yes and there is no fog-signal there. There should be one.

Q.—Have you any suggestion to make between Fame Point and Father Point ?

A.—Nothing as regards lights, but, there should be more fog-signals.

Q.—What about Father Point ?

20 A.—I think a change in the fog-signal there would be a good thing. It should be either a siren or a horn. A gun or a bomb is useless. -- Sometimes you can hear it and sometimes you can't.

Q.—Well, coming in by Cape Race ?

A.—We have good soundings --At least there are plenty of soundings, but they are not to be altogether trusted because from the outer edge of the Bank you can go right in to the land with the same soundings all the time.

Q.—Is the light good there ?

A.—Yes sir and the fog-signal is splendid.

Q.—Then you have Cape Pine ?

40 A.—Yes sir That is a good light but there is no fog-signal there and wherever there is a light there should be a fog-signal.

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Q.—At Cape Race do you make the light well going to the Eastward It is not obliterated or shut off at all ?

A.—No. Of course going down close in shore you have Cape Pine, and then half way between Cape Pine and Cape Race you pick up the light.

Q.—What is that distance ?

A.—Nineteen miles.

Q.—Are the lights at Cape Pine and Cape Race sufficiently distinctive ?

A.—Yes.

10 Q.—After you pass Cape Pine ?

A.—Well we see Cape St Mary—It is a beautiful light—a very powerful light.

Q.—And from there you go to St Pierre and Miquelon ?

A.—Yes sir, they are all right. The French lights as a rule are very good lights.

Q.—And then Cape Ray ?

A.—Yes, there is nothing wrong with that either.

Q.—Have you ever taken the trouble to count the revolutions of the light there ?

20 A.—I have done it but at the present time I could not say anything about it. I think though if there was anything wrong I would remember it.

Q.—If you saw anything wrong would you log it ?

A.—Yes sir, and report

Q.—And then the Bird Rocks ?

A.—Yes sir, there is nothing wrong there except the fog signal. These guns are no use.

Q.—Did you ever hear the gun there ?

A.—Yes, I remember hearing it some years ago.

30 A.—And then the next place ?

A.—Fame Point is the point we steer for but we pass Cape Rosier some miles off—about nine miles.

Q.—Have you anything to say about the river between Father Point and Quebec ?

A.—No, I can't say anything about that. I have not had a talk with any pilots about any improvements.

Q.—You never had any trouble coming up ?

A.—No, sir.

Q.—Rounding the Western end of Orleans Island, have you all the lights there that you want—Do you never find the electric lights at 40 Quebec are apt to mislead you ?

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A.—The only thing is that the electric lights are bad for being in your eyes

Q.—You have no lights on the Western end of Orleans Island ?

A.—There is no recognized light there

Q.—Don't you think some leading lights or a gas buoy or something of that kind would be desirable there ?

A.—Well, I can't say very much about that, for you have the land both ways —You are so close to the land.

Q.—But if it is very dark—the pilots have never drawn your attention to that ?

10 A.—No sir. Many a time I have asked them what guided them there and they seemed to think it was all right.

Q.—Is there anything between Quebec and Montreal ?

A.—I think down below there it would be an advantage to have a light somewhere between Cape Rouge and Point aux Trembles.

Q.—Would one light do or do you want a range light ?

A.—I think perhaps one light might do or else two---no one drew my attention to it and I noticed the thing myself and I asked the pilot what he had there to guide him, and he said that he had nothing till he got to the gas buoy.

20 Q.—You got up before it was dark ?

A.—Yes, at four in the afternoon.

Q.—Suppose you arrived at seven at night you could not go up without difficulty—don't you think if we had gas-buoys between here and Point aux Trembles it would be of immense benefit to a steamer arriving just too late to get up Would you care to come in with the gas-buoys from Pointe aux Trembles ?

A.—I would rather have a light on the shore somewhere.

Q.—Going into Liverpool haven't you fourteen or fifteen gas buoys there ?

30 A.—Yes.

Q.—And it is just like a lane—and you can go in any time dark or light ?

A.—Yes.

Q.—Well, as the channel is narrow between Pointe aux Trembles, nine miles down, and Montreal, wouldn't the gas-buoys be better than a light ?

A.—No, I don't think so Of course it would require two leading lights to have them in a line so as to know exactly if you are in the channel.

40 Q.—Going into Liverpool it is almost perfectly stait ?

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A.—Not now.

Q.—But is not nearly so crooked as from Pointe aux Trembles to here.

A.—Do you always have a straight channel for a piece one way and then straight another way. It forms an elbow.

Q.—What about the navigation of the St Lawrence as compared with other ports—Do you consider it dangerous?

A.—I don't think it more dangerous than other ports.

Q.—Do you consider it much more dangerous than going up to Baltimore and Chesapeake Bay?

10 A.—Well here it is hard rocks you strike against and there you have only soft mud as a rule, but one is just as intricate as the other.

Q.—When do you expect snow in the Gulf?

A.—I generally look for it about the fifteenth of November.

Q.—Do you think it is much more dangerous to navigate the St Lawrence between the fifteenth of August and the fifteenth of November, that it is between the fifteenth of May and the fifteenth of August?

A.—No, I think it is most dangerous in the Spring. And in the month of June when there is so much fog.

Q.—In steam navigation you have not anything like the same amount of danger from snow and ice as with a sailing ship?

20 A.—No, sir.

Q.—Do you consider a snow storm is worse than a fog?

A.—It is no worse but it is as bad.

EXAMINED BY MR. BOND.

Q.—Have you not seen snowstorms in the lower St Lawrence before the fifteenth of November?

A.—No, I don't think I ever have. I have seen little flurries occasionally, but I can't remember ever seeing a real snow storm.

30 Q.—Supposing a vessel went ashore in August in the Straits of Belle Isle, would not the chance of salvage of cargo be greater than if she went ashore there on the 1st of November.

A.—Well, I couldn't say—There are so many things to think about in regard to that. I suppose in the month of August you would have a better chance simply because there is less chance of gales, but to say when it would be better or worse I couldn't say.

RE-EXAMINED BY THE CHAIRMAN.

40 Q.—You are sailing on Saturday the 3rd of November?

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A.—Yes.

Q.—Will you go by by Belle Isle or South ?

A.—Belle Isle.

Q.—You won't be governed by the state of the weather when you reach Heath Point ?

A.—Well, that might affect me, because I might just as well tell you that I work up all these storms and that sort of things. I have been at that for the last thirty or thirty-five years I suppose and I always watch them by the accounts I get in the papers and that sort of thing and if I see a
10 storm coming up the coast I might take the South instead of the North.

EXAMINED BY MR CAMPBELL.

Q.—Are the day marks on the light-houses distinctive enough—supposing you have a snow storm ?

A.—Well, I don't know what you could do for that.

Q.—Have they distinctive marks in other places ?

A.—No, except on the Nova Scotia coast.

Q.—Well, on the American coast—down at New Orleans ?

A.—I have not been there.

Q.—What about Halifax—are the approaches there everything you could wish ?

A.—Yes sir, everything.

Q.—The Port of St John ?

A.—I never was there and I don't want to be.

Q.—What about the reputation of the Port of St John—Do navigators consider it one of those places where they have to exercise extra caution ?

A.—Yes sir—It is the Bay of Fundy—I never heard anyone say they had any love for it.

Q.—How do the Canadian lights compare with the American or
30 British lights ?

A.—They are not so good

Q.—Are the British lights equal to the American lights ?

A.—Some of them—we are improving our lights now.

Q.—You have been to Boston ?

A.—Yes.

Q.—Do you consider it one of the easiest harbours to make ?

A.—Yes, very easy.

Q.—How does it compare with Portland ?

A.—That is a very easy harbour to make—It is well lighted—I have
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never had the slightest difficulty about Portland and I have gone in myself several times.

Q.—Without a pilot ?

A.—Yes and the same with Halifax—I go in there very often.

Q.—You would not care to go from Father Point to Quebec without a pilot ?

A.—No, I would not care for that.

Q.—You could do it with the charts couldn't you ?

A.—The experience I have had on the St Lawrence is quite sufficient.

10 Q.—The men of war do it ?

A.—That is always a rule in the navy to navigate their own ships in all waters.

Q.—Do you think Portland is more difficult and dangerous than Boston ?

A.—I think there is a very slight difference between the two ports.

EXAMINED BY THE CHAIRMAN.

Q.—How often do you think the blasts should come on fog-signals ?

20 A.—That would have to be regulated by the different signals you have there.

Q.—At Father Point it is every twenty minutes— You could run five or six miles in twenty minutes ?

A.—Yes.

Q.—Don't you think that there should not be a greater interval than five minutes between the blasts ?

A.—It should be every half minute on a fog-signal, when a fog is on. And further deponent saith not.

A. W. G. MACALISTER,

Official Stenographer.

30

I, Alex. W. G. Macalister, Official Stenographer, upon the oath which I have already taken do solemnly declare :

That the foregoing pages numbered from one to fourteen and containing fourteen pages in all are and contain a true and faithful transcript of the evidence given in this matter by Captain Wallace, by me taken by means of stenography.

And I have signed.

A. W. G. MACALISTER,

Official Stenographer.

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DEPOSITION OF CLÉOPHAS AUGER, OF THE TOWN OF
LEVIS, PILOT.

Taken the 6th day of November, 1900.

EXAMINED BY MR. GEAR.

10 Q.—How many years have you been a pilot ?

A.—Twenty-six years.

Q.—What is your age ?

A.—Fifty-four.

Q.—Now imagine that you are bringing your vessel from Quebec to Montreal, what is the first point which you will reach where you would like any improvement ?

A.—At Cape Rouge there are lights in the course of erection. One of these lights is on the top of a hill at Pointe Basil and will reflect below for ships coming up, and there is another small light up above to come in range with the others above Cape Rouge.

20 Q.—There was no light before that ?

A.—No sir, and we have asked for these lights for many years. At present there are only temporary lights but after they are completed they will be satisfactory.

Q.—Then the next place is St Augustine ?

A.—Yes, these two lights are going to lead us into the cut they are going to make at St Augustine. They are going to make a cut there for at present there is only twenty-two feet of water at low water, and after they make this cut we will be able to go down by night or by day for the two lights will lead us into the cut.

30 Q.—What is the next place ?

A.—The next is Pointe Trembles. We were complaining last summer that the gas-buoys were not bright enough, nor the light on hill.—That light at St. Antoine on the hill was obstructed by the trees some years ago so instead of raising the light-house or cutting the trees, the man who owned the trees would not cut them, so they put a pole on the light house and that is only a lamp the same as we have on board ship, and it is not so bright as a light in a reflector. Instead of having a pole there it should be raised so that the light which is reflecting down below should be as big as the other.

Q.—You want that light improved by raising it ?

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A.—Yes and the gas- buoys and that light we use as a range light to pass Point aux Trembles.

Q.—Were they better when they were first there ?

A.—Yes.

Q.—And they have changed them ?

A.—Yes.

Q.—And put in inferior gas-buoys ?

A.—Yes.

Q.—Is the only difference in the burner ?

10 A.— No sir, it is not the same gas-buoy.—I think the gas-buoys in this river should be fixed lights and not revolving or flashing lights.

Q.—Why ?

A.—The same as in New York and Boston — Gas-buoys with a long pole and a fixed light. I think it would be better for this river than a flashing light for sometimes we are busy looking after the steering of the ship, and by the time we look at it, it may have disappeared and if it was fixed we could see it all the time. And this is necessary especially where it comes as a range light with some other light.

Q.—Might you not mistake it for a schooner ?

20 A.—No,sir because we see by our course that it is the gas buoy. Suppose there is another light at a couple of acres, we can tell by the distance what it is.

Q.—In the Lower St Lawrence,the captains all want flashing lights?

A.—Yes, I think they are right there because the land is far away and they can only have the light to go by, but we go by the land, for we have very narrow channels,and we wan't these lights to show us the distance to pass from the buoy because two or three hundred feet further away we might be on the bank, and down below they have lots of room; and there are lots of small vessels anchoring everywhere

30 Q.—Then you want a more powerful light on these gas-buoys ?

A.—Yes, and on the top of the hill.

Q.—Had they more powerful lights on the old buoys ?

A.—Yes but they took them down below and gave us smaller ones,I think it was the Spring before last,but I can't tell exactly.

Q.—You are certain that those buoys were moved and smaller ones put there ?

A.—Yes.

Q.—Was the navigation of that part of the river made more dangerous by the fact of taking away these lights ?

40 A.—Yes, and especially at Point aux Trembles. Where we have the

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range lights at Ste Croix the gas-buoy is not altogether indispensable but at Point aux Trembles it is quite different.

Q. - Would you recommend the replacing of these large lights ?

A. — Yes or put in fixed ones higher. up The trouble with these buoys is that they are too low on the water and the pilot is high up on the bridge of the steamer and he can't see so well as if they were on a level with him. If the lights were about twenty feet above the water instead of ten feet it would be better.

10 Q. — Well, above that point what other improvements would you recommend ?

A. — Well, at St Croix there they are dredging a cut but they have not been working this summer. I don't know why for there is only about two hundred feet finished. When the cut is finished it will be safe up to Cape LaRoche.

Q. — Is that cut necessary ?

A. — Yes, the way it is now we have noticed that we can pass at low water but the channel is only two hundred feet wide. When it is finished at three hundred feet it will be quite safe to pass there any time by day or by night.

20 Q. — What is the next point ?

A. — Cape Charles and Cape LaRoche—I think they should be widened I think if it was cut another hundred feet on the North side of Cape Charles it would be better.

Q. — What is the width now ?

A. — It is three hundred feet now. but we want it cut so that we will have more chance to enter the channel going up with a head tide.

There are currents coming down when you are going up. If it was widened from one hundred to two hundred feet it would be better the wider the better. Of course it is a dangerous place, with a strong cross-current.

30 Q. — Where do you anchor ?

A. — We can anchor at Cape Charles before entering the channel, but we generally anchor at Grandines. We only anchor at Cape Charles when we are caught in a fog or something.

Q. — Well, what next ?

A. — I have already suggested to the Government engineer there to take away that Barre Rodier altogether so that it will give us a chance if we are coming down and are caught in a fog to anchor between Cape Charles and Cape LaRoche, and it will give us a chance to meet another vessel too.

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Q.—Do you think it would cost much to take away that Barre ?

A.—I don't think it would cost much for the water is relatively deep.

Q.—What is the next improvement ?

A.—Cape LaRoche channel should be widened the same as Cape Charles another hundred or hundred and fifty feet, because there is a cross-current there and a strong one, and the least thing that may happen the ship—the steering gear or anything that may break down will put the ship ashore.

Q.—What next ?

10 A.—Cape Levraut.

Q.—What does that need ?

A.—The channel there should be widened on the North side the same as Cape Charles channel and for the same reason—there is a strong current there.

Q.—Are the lights and buoys all right there ?

A.—The Cape a Laroche lights help, but they don't work in line—there are two beacons.

Q.—Are they satisfactory ?

A.—Yes.

20 Q.—Is the buoy in the Cape Laroche cut satisfactory ?

A.—Yes.

Q.—What is the next point ?

A.—Well, in the traverse there is only three hundred feet, but the current is not so strong as it is down below so we do not consider this place dangerous. Of course if it was widened it would be better, but we don't consider it one of the dangerous places.

Q.—What is the next improvement ?

30 A.—At Champlain, they should be careful to dredge that every year or two years, because it fills up at Pouillier Grandmont and Pouillier Carpentier, because it is quicksand and fills up every year

Q.—Are the lights and buoys all right in these two channels ?

A.—Yes, we have two beacons at Champlain Church leading up to the cut below and they are all right. If there were lighthouses we could pass Champlain at night.

EXAMINED BY MR BOND.

Q.—Has Nicolet beacon been raised and cleared of brush ?

A.—They were cleared of brush but not raised.

Q.—Were they satisfactory ?

40 A.—Yes, we can see them well now.

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BY MR GEAR CONTINUING :

Q.—What about Lake St Peter ?

Q.—My opinion is that the lakes should be widened at least another hundred or two hundred feet. The way it is now it is dangerous, especially in the Rivière du Loup traverse from lightship No 2 to the black and white buoy. It is only three hundred feet the same as it was twenty-five years ago when vessels were three times as small as they are now. It has been deepened but in this part there is so little water on the bank that if two vessels are passing in that place it is dangerous, so we made a report about that to the Harbor Commissioners there were soundings made since then and have found that from the black and white buoy a short distance up, there is less water than in the rest of the channel. That is on the South side and that is exactly the place where there should not be less water, for the vessels going down pass on that side and they are supposed to draw more water going down than they do coming up and I think that should be dredged out. I think it is a good deal more important to dredge this channel especially that traverse, than to cut it at some places where it is five or six hundred feet wide already.

10
20 Q.—Did you make any representation to the authorities regarding the depth of water past the black and white buoy ?

A.—I think I said that it was dangerous the way it is now, and that it should be dredged as soon as it was found to be shallow.

Q.—Who gave you notice that the water was shallow ?

A.—This notice came from the Engineer of the department of public works

Q.—Is the buoying all right in the lake ?

A.—Yes, sir.

Q.—Have you any suggestions to make above the flats ?

A.—This suggestion of widening the channel applies all along, right through the lake.

30 Q.—After leaving the lake ?

A.—Opposite Ile Au Corbeau they are dredging.—It should be 400 feet wide there.

Q.—What channel had you there before they commenced dredging ?

A.—It was a natural channel, and was about 500 feet for the draught of water we had then. After the ships were bigger, we began to touch, and then they commenced to dredge, and are working at it now.

Q.—Then the next point ?

A.—Contrecoeur channel should be widened to 400 feet. It is widened

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ed now on the bends, and this channel is safer than the lake is, and there is generally more water on the Bank here than on the Lake.—That is, in the lower part of the Contrecoeur channel, opposite Ile St. Ours.—In the small travers there is very little water on the Bank

Q.—What would you advise ?

A.—It wants to be widened, because there is a cross current there. It should be widened to 400 feet, the same as the Lake.

Q.—Wouldn't you like more room where there is a cross current ?

A.—I think 400 feet is sufficient.—It would be a good job to get that
10 another 100 feet or so, for there is almost no water on the bank. There was only eight feet of water when they commenced to widen it, but I think it will be safe with another 100 feet, especially with the bends widened as they are now.

Q.—Above that ?

A.—Well, there isn't much to say up to Pointe aux Trembles, for they are working at it now, and making a straight channel, so I have nothing to say about that.

EXAMINED BY MR BOND.

Q.—In Verchères channel, has the South side of the channel been
10 straightened in the last 2 years ?

A.—Well, they are working below Plum Island, dredging on the South side of the channel to cut the shoal there. They are working at Cape St Michael and Point Marie, and they have been working on the North side too, but it is finished opposite Pointe Marie.

RE-EXAMINED BY MR GEAR.

Q.—Well, after that ?

30 A.—The most important place is Pointe aux Trembles, specially from the church to the bend below. They are working at Eagle Island where there is much more room than at Pointe aux Trembles. The channel should be widened another 100 feet, because it is a cross current through the natural channel, and some of it flows north of Isle St Therèse, and when you come up with a ship you have to steer outside the buoys, and when you come between the two buoys below the church, the current catches the stern of the ship, and I have seen many vessels aground above the two buoys below the church.

Q.—Are the lights at Pointe Aux Trembles satisfactory ?

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Q.—Have they been altered within the last two years, since the bridge has been altered?

A.—The tall one burnt two years ago that was replaced by a pole. And they are building one there now that will make it all right.

Q.—Well, above Pointe Aux Trembles?

A.—It is all right

Q.—Don't you want some more buoys there? How many buoys have you between there and Montreal?

A.—Two above Longue Pointe, and from that there is only one up to 10 Longueuil, on the Gagnon shoal.

Q.—Don't you think there should be more there?

A.—Well, if there were more it would be more satisfactory in bad weather.

Q.—In the last two years, have there been any more placed from Longue Point up?

A.—There is one at Longue Pointe, a black one, and the red one was taken a little further down.

Q.—After you pass the red buoy at Longue Pointe, would you recommend any additional buoys before you come to Longueuil Bay?

20 A.—If there was one about half way between the black buoy and the red buoy, on the North side, it would help us in bad weather. I recommend that the cut opposite Longueuil church be widened at least to 600 feet. It is only 300 feet.

Q.—In going down there, do you go down the middle of the channel?

A.—We have marks to pass the cut - There are no beacons but we use the church steeples as marks.

Q.—What would you recommend for marks?

A.—I recommend good marks on the wharf ahead of the vessel going up.

30 Q.—There is nothing leading into the harbor at all?

A.—No sir, there is only one buoy opposite the Longueuil church, and another one opposite the Longueuil wharf.

Q.—What marks do you steer for?

A.—There is a steeple in Montreal that we can keep in line with a house, and there is Boucherville Church that we keep in line with a bush.

Q.—What do you recommend for leading marks?

A.—I recommend big beacons or lighthouses with red lights, so we could get in at night. If that place was cut another 600 feet, and two range lights in Montreal.

40 Q.—Where would you recommend the range lights?

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A.—Just like that steeple and house that we keep in line now.

Q.—And below ?

A.—If there were lights at Montreal we don't need them below.

Q.—Would these lights enable you to enter the port at night ?

A.—Yes sir, with the widening of the channel, opposite Longueuil, or the Forsythe shoal.

Q.—What have you to say about the channel from Ile Ronde and Mantreal ?

A.—It should be dredged from one side to the other, - from Ile Ronde
10 to the wharf, the way it is is dangerous.

Q.—Did you ever have any trouble there ?

A.—No sir, but I have had many frights.—You leave the port with a ship, and you have a current. When you catch the current it sets you right straight to the wharf, and you have to steer for Ile Ronde, right straight for the centre, or sometimes on the South side until you have caught the current, and then the current strikes the ship on the stern, and when you put your helm over, if she answers the helm it is all right, but if not, you have to go on the Island. If it was clear to the wharf on the North side, you could steer between the island and the
20 wharf, and it doesn't matter after you pass there, so long as you are clear of the island. But now, as it is, you are afraid to go too close to the Molson Shoal, that stretches about 150 feet outside. Or perhaps you are coming up the river, and it is hazy and you are right in the narrowest place and the worst, and then you see another vessel leaving port and you have to stop and drop down, and if you stop the engines altogether, you can't steer ; but if the place was clear you could go near the wharf, and still leave enough room for the other.

Q.—If the improvement that you suggest was carried out, there would be no trouble in that way ?

30 A.—No, if they dredged the whole place up to the wharf, there would be no trouble in arriving or leaving the harbor.

EXAMINED BY MR. BOND.

Q.—Have you before recommended that this should be dredged ?

A.—We did, sir.—More than once.

Q.—Reversing the order, and going down, have you any suggestions to make, or will those you have already made apply going down as well as coming up ?

40 A.—Yes sir, it is about the same.

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Q.—With lights and buoys ?

A.—It is all the same.

EXAMINED BY MR GEAR.

Q.—How often do they sweep the river ?

A.—For a good many years there was no sweeping that I know of, but there was, this last few years. —It should be swept every year, especially in the narrow and shallow places. Once a year will do, but in places like Cape La Roche or the Richelieu cut there may be some stones carried
10 in in the winter time.

Q.—It should be done in the spring ?

A.—Yes sir, at the opening of navigation, for when the ice breaks up. It freezes to the bottom, and stays there all winter; and in the spring it brings some big stones some times. I have seen some stones about four feet high carried with the ice, and of course if it falls down in these narrow channels, it would be dangerous. So it is necessary to sweep it in the Spring, and that is sufficient.

Q.—How far up the river from Quebec do you navigate at night ?—
Have you sufficient aids for navigating at night as far as the Grondines ?

A.—Yes.

20

Q.—Could you get to Montreal at night ?

A.—Contrecoeur Channel will never be safe at night, for there are cross currents and big bends, and besides that there are two places where we have to wait for the coming-down vessel; and at night you can't see any vessel. You may see lights, but you don't know what kind of a vessel it is that is coming down. I wouldn't advise to try and make it navigable at night.

Q.—Couldn't you change that channel and put it on the North side?

A.—Well, there are leading lights there, but they have given up the
old channel because the dredging was too hard.

30

Q.—It would be the best channel if it could be made ?

A.—Yes.

Q.—And you could navigate it at night ?

A.—Yes.

Q.—That was the old channel before the Contrecoeur Channel was made ?

A.—Yes sir, that was the natural channel, but they found that the dredging there was too hard, and they cut the Contrecoeur Channel because the dredging was easier. It we get up as far as Grondine before dark with a slow steamer, in the fall, when the days are short—Well, if

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from Point aux Trembles, the channel was so we could work at night, we could get in. And it could be done if we had the improvements I have mentioned, with the lights we have at Point aux Trembles if we had a gas buoy at Longue Point and one at Longueuil and two good range lights at Montreal, a gas-buoy would be necessary in case the smoke would prevent us seeing the lights, and the channel widened to 600 feet, there would be no danger at night. And the Molson shoal dredged all over, as I said before.

Q.—Could you not navigate further up the river than Grondine, if you had gas-buoys?

A.—No, it wouldn't be safe to pass Cape La Roche at night, unless with a fine night and a special ship and high water?

Q.—I suppose you mean a fast ship?

A.—No, I mean a ship that steers well.

Q.—You have mentioned several places where you would like the channel widened—would you not like the channel widened throughout from here to Quebec?

A.—Yes sir, I would like it widened to four or five hundred feet, and the lake should be 500 feet.

Q.—Except in the special cases where you want 600 feet or over?

A.—Yes, sir.

Q.—Do you think 500 feet sufficient?

A.—Well, for the present it should be sufficient, but the increasing size of the ships—It may be that when the channel is 500 feet, the ships may be twice as big as they are now, and so we wouldn't be any further ahead.

Q.—Wouldn't you recommend 600 feet between Montreal and Quebec?

A.—It would be better, of course.

Q.—What depth of water do you advise having the channel?

A.—29 feet throughout at low water. If lake St. Peter were dredged to 60 feet wide, it should be made navigable at night, and instead of having light-ships, have piers with lighthouses. At the lower end of the Lake there is a lightship coming in line with a light on shore, and instead of that it should be a pier with a light on top, and then below the Traverse, that black and white buoy should be a gas buoy.

Q.—Most of the buoys in the river are spar buoys?

A.—Yes.

Q.—And in a few important places you have can buoys?

A.—Yes.

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A.—On the North side of the river they are black ?

A.—No, on the south side they are black, and on the North side red

Q.—Do you think it would be an improvement to increase the number of Can-buoys, having flat topped buoys and conical buoys ?

A.—Take for instance the Contrecoeur channel—at a distance it is impossible to distinguish the colors on the buoys. I don't think the color makes a great difference to the pilot, for we know we have these buoys in range. Supposing there was a red buoy in place of a black one there, it would make no difference to me, for I would know that it was a buoy out of its place.

10 Q.—But if they were of a different shape, they would be more easily picked up than by color—If you had a flat buoy on one side of the channel, and a conical buoy on the other side, you could distinguish them more easily.

A.—In my opinion that doesn't make much difference. The only thing I want here is to have the buoys as big as possible. As for the shape, it makes no difference, so long as we see it. For suppose contrecoeur channel you have two range buoys, and if it is thick so you would want to see the color or shape of the buoys, you don't get into the channel at all. So when you see the color and shape of the buoys, it doesn't matter much
20 what color or shape it is, as long as you see the buoy. There is a range on the South side and another on the North side. So I don't think the shape of the buoy is of very much importance.

Q.—You are aware that international buoy regulations call for buoys of different shapes ?

A.—Yes sir, because in most ports they see the buoys before they see the land, and they know where they are by the shape of the buoy, but here it is different, and if we don't see the land, we don't run.

Q.—What about beacons generally on the route ?

A.—They could improve a good many of them. There are the beacons
30 for the lower part of Contrecoeur channel—they are as big as the others, but they are so far that they should be bigger than the others.

Q.—What depth of water do you consider it absolutely necessary to have between the keel of a loaded boat as she lies at the wharf, and the depth of water give in the channel ?

A.—That depends on the shape of the boat. If it is a flat-bottomed boat, and a big ship, a foot and a half is not too much.

Q.—That is the minimum ?

A.—Yes.

Q.—Would you feel safe in taking a boat down with a foot and a half
40 of water ?

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A.—Yes sir, if she steers well ; and if she is an old-fashioned shape with a round bottom, and a keel about nine inches high, of course you can put her down a little more.

Q.—Did you ever have the question raised about the possibility of a flat-bottomed vessel drawing more at the bilge, if she gets a list on, than she does at the keel ?

A.—Yes, sir, I consider that a vessel that has a list of about 18 inches draws that much more water.

Q.—And possibly the bilge will draw more than the keel ?

10 A.—Yes, sir, if she has 18 inches of a list, the bilge will draw about that much more than the keel.

Q.—So that shows the necessity of having the vessel in good trim before she starts out ?

A.—Yes, sir.

Q.—When you are making a sharp curve and putting the helm over, does it give the vessel a list ?

A.—Sometimes, but not very often, unless it is a fast ship going full speed, but she doesn't keep the list long.

20 Q.—You don't go around a curve as sharp as that—you gradually turn ?

A.—Yes, generally.

Q.—Don't cattle ships turn very rapidly ?

A.—Yes, some ships are always rolling. The curves are all right though. They are deeper and wider.

Q.—What has been your experience as regards the quantity of water going down during the season.—Does it go down faster than it used to ?

30 A.—I think the dredging of Richelieu Bar and Cape LaRoche is making the water run down faster. From Cape LaRoche up the dredging makes no difference at all, it is the same amount of water passing, but down there the bar keeps the water up, and the same at Richelieu. There is only 22 feet of water at low water, and the bar goes right across, and keeps the water back, but now this has been cut 500 feet and 20 feet deep, and there is so much more water goes down with the tide, and the same at Cape LaRoche ; and these last 12 or 15 years there is a difference in the tide in the fall of the year of about three feet. The water is going down now about three feet more than it used to 15 years ago.

Q.—Then are you of opinion that after the channel is deepened and straightened, it is going to carry the water off more quickly, giving you less depth ?

40 A.—I think it is done now except at Cape LaRoche. Richelieu is

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deeper, but if Cape LaRoche was widened 10 feet I think it would carry more water down.

Q.—Did you ever look into the advisability of a dam and a lock at Richelieu rapids ?

A.—I have heard of it, but an engineer is more competent than I am to give an opinion about that. But in my opinion it is an impossibility. It will cost more than the dredging of the channel to 36 feet from Montreal to Quebec, and I don't think it is possible to keep a dam there in the spring of the year. If you saw the ice going down you would say it
10 was impossible to keep a dam there for one year.

Q.—But as we deepen and straighten the channel, we will get the water flowing down so fast as to leave us almost dry up here, and if it arrived at that point, and it were practicable to put a dam there, we could give you water right up to Lake St. Peter of a normal depth of 30 feet without dredging.

A.—I think it would keep up the water as far as the Lake, but I don't think it would go any further. That dam would keep it only at high water mark.

Q.—Do you think the question of sufficient importance to recommend
20 the Government to get a report by a good engineer ?

A.—I think myself it is impossible, what should be done is to dredge the rest of the run up here to 30 feet and leave Cape La Roche and Richelieu, and wait for the tide there. Now we go right down, except at St. Augustine, but if you are afraid of driving the water away, dredge above, and then we would only have to wait for half a tide—a couple of hours instead of a whole day, as when we had to wait for the tide to pass Cape La Roche. The more the water goes down, of course it has a tendency to bring the water from here.

Q.—You have been President of the Quebec Pilots for how long ?

A.—20 years I have been an officer, and President the last 5 or 6 years.
30 I have been President for 12 years in all.

Q.—You have been on the Committee all the time ?

A.—Except two years.

Q.—And you have been acting as pilot ever since you have been admitted ?

A.—Yes sir, for 26 years—ever since I was admitted.

And further deponent saith not.

A. W. G. MACALISTER,

Official Stenographer.

40 I, the undersigned, Alex. W. G. Macalister, of the City and of Mont-

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real Official Stenographer, do hereby declare that the foregoing pages are a true and faithful transcript of the evidence given in this matter by Pilot Auge, by me taken by means of Stenography.
And I have signed.

A. W. G. MACALISTER,
Official Stenographer.

10

DEPOSITION OF CAPTAIN L. R. DEMERS,
OF THE STEAM SHIP "CAMPANA".

Taken this 19th day of Novembr, 1900.

EXAMINED BY MR. GEAR. (IN THE CHAIR)

20

Q.—How long have you been at Sea, Captain ?

A.—Twelve years in the Government Steamer, and four years in the Campana.

Q.—Most of your time is spent in the Gulf ?

A.—Well, this last four years I have been in the Gulf completely, but during the 12 years I was in the marine department. I visited the lighthouses all over the Gulf in the Steamer Druid or Napoleon, and I have been a pilot.

Q.—Do you hold a pilot's certificate ?

A.—Yes sir, for and below the Harbor of Quebec.

30

Q.—What is your usual voyage now ?

A.—From Montreal to Pictou.

Q.—You don't go around the Newfoundland coast at all ?

A.—No, sir.

Q.—How are the lights entering Pictou ?

A.—The lights in Pictou are good lights, but the lights in Prince Edward Island are fixed lights and red lights, and I am completely against red lights for long range lights.

Q.—Would you suggest any alteration ?

A.—Yes, I would suggest that they be distinguishable.

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Q. Flash lights ?

A.—Yes sir. I always prefer flash lights to fixed lights.

Q.—Are the fog signals around Prince Edward Island satisfactory ?

A.—There are none.

Q.—Shouldn't there be some ?

A.—Well, it would be good if there was one at the West Point on Prince Edward Island. There is one at l'Escuminac, but it is 25 miles away. There is a reef there outside of West Point, and it is marked by one of these automatic whistling buoys; and the other day it was blowing a gale of wind the North-East, and I come to anchor under West Point for 10
10 or 12 hours, and when the wind went down, I got under way, and went around West Point, and when I thought I was clear of the buoy, I hauled up and shaped my course for Gaspé Coast, and of course I was always anxious about this buoy, as I would like to hear it. And all at once I heard a noise right beside me, about may be 50 feet from us, and I then heard the noise one or twice and no more. So I conclude that these whistling buoys are hardly any warning at all, and they are a danger to navigation, for they are great big iron buoys, and if I had got foul of that buoy, I would have come to grief certainly. I complained of it to the marine department, and they said that Captain Fraser had passed and said it
20 was whistling all right. In the day-time and in fine weather, you pass close and it is whistling all right, but if it is blowing hard, at night and a big sea, you don't hear it.

Q.—Then you want a siren or some other kind of fog whistle at West Point or the nearest to the West Point reef ?

A.—Yes, sir.

Q.—What next ?

A.—At Cape Egnont, there is a red fixed light, and it is no use.

Q.—What would you recommend ?

A.—A bright light, even if a fixed light, I would sooner have it, but
30 I would recommend a flash light.

Q.—And then you shape your course for Gaspé ?

A.—Yes, but I call in at different places, at Grand River, where there is another red fixed light ; I see the lights in the houses before I see it. I want another flash light there. Then after leaving Grand River, we go around to Cape Despair, and there is a good revolving light there. And then we go to White Cape, which is a fixed white light, and not very important—it is only for navigating along the Coast.

Q.—What is the next place ?

A.—Plato, that is not very important, but Gaspé is a flash light, and
40 there is a gun there also.

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Q.—Is that good ?

A.—Yes sir, quite satisfactory.

Q.—Is it frequent enough ?

A.—None of these guns are frequent enough—every 20 minutes—It should be every five minutes. If a ship would go ashore there, in five minutes, there would be nothing left of her, neither crew nor ship, nor anything at all, in a gale of wind from the North-East around by E. to S.E.

Q.—And you think that no fog-signal should be longer than five minutes ?

10 A.—No, sir.

Q.—Wouldn't a siren be an improvement ?

A.—Yes, it would be better, for it could be kept blowing oftener. They pretend it costs too much to fire the gun every five minutes. But if a ship went ashore there nobody would be saved and the ship would go to pieces in five minutes.

Q.—Then the best fog signal and the best light you can get would be the means of saving life and property ?

A.—Yes, sir.

Q.—And you recommend both ?

20 A.—Yes, sir.

Q.—What is the next place ?

A.—Cape Rosier—it is a fixed light there, but it is a good light.

Q.—Is it powerful enough ?

A.—It might be a little more powerful.

Q.—What about the fog signal there ?

A.—I never heard it.—I have seen the steam come out, but I never heard it.

Q.—How often do you pass in a season ?

A.—Twice every fortnight.

30 Q.—How far off ?

A.—Sometimes about a mile. I always keep as close to the land as I can, for I have to stop at all the places. That steam horn is as good as the others, but there is something there in the state of the atmosphere that prevents the sound from extending, for the fishermen sometimes lie outside about a mile or a mile and a half, and the fog signal will go the whole time, and they don't hear it ; and there are some other signals like that. I think some experiments ought to be made to see whether the sound couldn't be thrown out I have seen in churches sounding-boards over the pulpits, and I was wondering if a sounding-board over the horn wouldn't
4) keep the sound from going behind it and spreading all over, and throw

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it out. And I thought once I had a good thing for a patent, but it has been tried before, and that was to fix an apparatus to the horn to have it revolve and distribute this sound all around the horizon and go back again to its starting point, travelling ever an angle of 50o or 60o or 100o or whatever is wanted ; and I communicated my idea to the engineer of the marine department at Ottawa, and he told me that it had been tried in England, and was not a success. But still I am of opinion that when you want to speak to a man, you don't turn your back to him, and I don't see why the sound of a fog horn shouldn't be the same.

10 Q.—Where is your next point after Cape Rosier ?

A.—Fame Point. It is a revolving light with a red and white flash

Q.—Is it powerful enough ?

A.—It isn't very powerful.

Q.—You would like a more powerful light there ?

A.—Y s sir, and I wouldn't care if the red lights were taken away from it.

Q.—How do you find the fog signal ?

A.—There is none, and there undoubtedly should be one

Q.—A good powerful siren ?

30 A.—Yes, sir. A ship coming from the Straits of Belle Isle has no news of what winds have been blowing in the Gulf for a fortnight. Now a Northerly wind has prevailed for a long time, and that has given the current a Southerly set down on the South shore, and he makes South Point, and shapes his course for Magdalen, and when he goes up there, the Southerly current takes him on the Starboard bow, and drives him on the Coast the whole time. And if it is thick fog, he can't notice it. Sometimes he slows down a little on account of the fog, and it carries him to the South shore. The Dracona was lost that way. I was in the Marine Department then, and I rememb r it well. The moment I
30 heard of that ship I said to myself "She has been mistaken in by the currents " and the proof of this is that the Labrador and the Laurentian were going up the same time, and they were reported at Cape Rosier, and they had no business to be reported there, for they should pass such a long way off that they are hardly recognizable ; but they were reported close there. The tide had drawn them there, and when they came there it cleared up and they saw where they were, but the other poor fellow was wrecked. If there had been a fog signal on Fame Point that ship would not have been lost. She would have avoided it, at least that is my impression.

40 Q.—And next ?

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A.—Magdalen There is a light there with a red and white flash, and I don't see much use in the red flash. I think they ought to give the white all the strength they can, and leave the red out altogether. Then at Martin River we have nothing to notify us when we get abreast of this lighthouse, and we can't depend on the tide. Sometimes it is running 3 or 4 knots down and sometimes up.

Q.—And your opinion is that there ought to be a powerful fog signal at every lighthouse?

A.—Yes, sir.

10 Q.—Wouldn't it be better to have all sirens instead of guns?

A.—Yes, sir.

Q.—Is it not a fact that you can arrange sirens in such a way that you can single out the different stations?

A.—Yes sir, undoubtedly.—Make them very distinguishable, so there can be no mistakes.

Q.—And then how are the lights between Cape Magdalen and Father Point?

20 A.—Martin is a fixed light—a very good light. Cape Chatte, the light there is not in a good place. They have the lighthouse on the big Cape, and below Cape Chatte about three or four miles, there is a reef which extends outside of that pretty near one mile to the Northward of the lay of the land, and all the ships that have been wrecked about there, are all on the reef, and never on the big Cape where the lighthouse is. There should be a siren on the reef and the lighthouse should be moved to the reef.

Q.—After leaving Cape Chatte?

A.—It is a very fine run, and a straight course right due west as far as Matane, and then there is a shoal. There should be another fog signal there—I would like it very much.

30 Q.—Where the light is?

A.—Yes.

Q.—Would you suggest anything in the way of marking the shoal?

A.—I think a lightship with a fog horn is needed to mark the shoal. Several ships have gone on shore there.

Q.—How is Father Point?

A.—That is a pilot Station, and I think a fog horn would be very much needed.

40 Q.—Passing these different lights, there has been a request that the day-marks should be made more perfect, as in the present season of the year, the present marks get obliterated with snow, and the stations are not distinguishable one from the other?—Have you anything to suggest?

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A.—It is necessary for strangers, but they are all distinguished by paint.

Q.—But it is covered with snow ?

A.—If you follow the list of lights, it gives the way the light is built, and the height and everything.

Q.—But even the shape is deceptive when covered with snow ?

A.—Well, you could have distinctive marks, a spar or something, as has been mentioned. At any rate there should be more distinctive day-marks.

10 Q.—Have you anything to suggest between Father Point and Quebec ?

A.—Well, it is pretty well lighted, I have nothing to say just now except Bellechasse light should be made occulting and distinguishable from ship's anchor lights.

Q.—The light at Cape L'Angle ?

A.—It is a small light, a pole light.

Q.—Entering the Port of Quebec, is there anything to suggest ?

A.—They should build a lighthouse on the Western end of Orleans Island.

20 Q.—Would that be sufficient for entering ?

A.—Yes sir, for having range lights at Quebec.

Q.—Don't you want something on the break-water ?

A.—There is a light there now, and one on the remparts of Quebec, which makes a beautiful leading light, except that it is lighted with electricity, and sometimes, if the electric light is defective, we don't see it, but I think a good light on the West end of Orleans Island would do. I urge very strongly that there should be a good light built on the West end of Orleans Island.

Q.—You have navigated from Quebec to Montreal at night ?

50 A.—We always come at night with the Campana, when it is a nice clear night.

Q.—Do you think the St. Lawrence could be made navigable for large steamers at night, with proper lights and buoys ?

A.—I doubt that very much. It might be coming up with a ship not fully laden, but going down with the current the least little thing obscures, and you lose the marks, it doesn't take much to put you out with a big ship, when you are deeply laden, the least thing puts you out, and you are lost, for you can't stop, the tide always takes you down. But when you are coming up against the tide, you can stop and keep your direction all right for a little time, and you can anchor.

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Q.—You think it could be made navigable, coming up with a light ship ?

A.—Yes sir, I would recommend very much that range lights should be established on Lake St Peter. There is a range at present by the Pointe du Lac lighthouse, and the most easterly light-ship. These two lights in line lead you up through the lake as far as the Yamachiche buoy, but then there is another course - you haul up more to the North, and there you have no leading light but at the Western end of that range there is No. 2. lightship, and I think a lighthouse on the mainland should be elevated enough to serve with that lightship for a range light on that course; and the same with No. 1, lightship and another lighthouse on the mainland right to the westward, to make another range for the rest of the lake; and then we have the range of L'Isle aux Raisins.

I would also suggest that a range light be placed where the two beacons of Traverse de Nicolet are. Also a range light at Champlain where the two beacons are which would lead down clear of Point Citrouille.

Q.—What about gas-buoys ?

A.—I haven't much faith in them.

Q.—Would these ranges do going down too ?

A.—Yes sir, just the same. You see when it is a clear moonlight night we go both up and down without any trouble.

Q.—You think with these improvements navigation could be made all right for coming up ?

A.—Yes.

Q.—Going down, after leaving Montreal, have you any suggestion to make ?

A.—No, I don't see anything—You see they are straightening the channel below St Michel right down to Verchères.

Q.—You are your own pilot coming up between Montreal and Quebec ?

A.—No, I carry a pilot.

Q.—But you know the river perfectly well ?

A.—Well, I am getting acquainted with it.

Q.—You ought to be ?

A.—Well, it is a very difficult river.

Q.—Have you been in other places ?

A.—Yes.

Q.—Do you find it much more difficult than other places ?

A.—Well, Liverpool River is a very good river.

Q.—The St Lawrence is the most difficult in navigation ?

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A.—It is pretty difficult—A man that is well acquainted with it is much better than a man with very little acquaintance.

Q.—In your opinion would a more perfect hydrographic survey of the Gulf be beneficial to navigation ?

A.—No, the coast is bold and elevated all the way, and I don't see that it would help. But I would like to tell you what happened to me —Getting under way from Lanoré at half-past 5 in the morning, coming up the Lavaltrie, Contrecoeur big range light was in sight as well as the Lavaltrie range lights. Contrecoeur big range light reflected on the water, which made it appear as a range. The Pilot for one moment mistook the Contrecoeur light for the Lavaltrie range ; later on, before it was too late, the Contrecoeur front light appeared, and showed him that he was steering for the wrong range. He then hauled her up for Lavaltrie and it was all right ; but some remedy should be found for this. I think that the back light must have been too much canted out of the range eastwardly.

Q.—Regarding the width and depth of the channel between here and Quebec, you don't know much about it ?

A.—No sir, not very much.

Q.—Your ship doesn't draw much water ?

A.—No, she is 13 ft. 6 ins. loaded.—And I generally use the Quebec boat channel.

And further deponent saith not.

A. W. G. MACALISTER,
Official Stenographer,

I, the undersigned, Alex. W. G. Macalister, of the City and District of Montreal, Official Stenographer, on the oath I have taken, do hereby declare that the foregoing pages are a true and correct transcript of the evidence given in this matter by Captain Demers, by me taken by means of Stenography.

And I have signed.

A. W. G. MACALISTER,
Officiel Stenographer.

L. R. Demers

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DEPOSITION OF CAPTAIN D. C. FRASER,
OF THE STEAMSHIP "BONAVISTA."

Taken this 19th day of November, 19 0.

EXAMINED BY MR GEAR, (IN THE CHAIR.)

Q.—How long have you been in the trade ?

10 A.—I have been 25 years in the St. Lawrence trade without a break.

Q.—Your principal voyages have been between what points ?

A.—Montreal, calling at Charlottetown, Sydney and St. Johns Newfoundland.

A.—Well, suppose we begin with St. Johns Newfoundland—Imagine you are bringing a vessel up the Gulf, after leaving St. Johns, what improvements have you to suggest on the Newfoundland coast ?

A.—I don't know that I can find very much fault, with the exception that I think there should be a first class whistle on Cape Pine.—There is one on Cape Race.

20 Q.—After leaving Cape Pine ?

A.—I would like a good light on Bird Rock—I am not calling at Sydney now.

Q.—Well, before taking up the Bird Rocks, have you any suggestion to make regarding Cape Ray ?

A.—No, it is a fairly good light there, but of course if the light were more powerful it would be better ; and it appears to me that all the whistles are inferior. They should be first class steam whistles on points such as Cape Race and Cape Ray and Cape Pine.

Q.—Have you any suggestion to make regarding a light East of Cape Ray coming up the Gulf ?

30 A.—No.

Q.—Would it be any improvement if there was a better light at Port Basque ?

A.—No, I have no suggestion to make at all, for I don't think we have any business in there.

Q.—But some do get in there ?

A.—Well, I think if they would pay more attention to their compasses they wouldn't get there.

Q.—Well, entering Sydney, have you anything to suggest ?

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A.—Yes sir, a whole lot.—There isn't a light there that you can tell from a schooner's light, except Scatterree. Many a time this summer in thick hazy weather I have made Low Point light, and I had to get other lights and the little red light at Lingan to show that it was Low Point. There was nothing to show in itself that it was Low Point. And Flint Island, you have to be close to distinguish it. It is supposed to be a revolving light, and you might as well have a fire-bug.

Q.—What would you suggest ?

A.—A group flashing light at Low Point, and a steam whistle. And
10 on Flint Island I would like a good revolving light with more power

Q.—Have you anything further to suggest about the entrance to Sydney ?

A.—Well, I would suggest a bell-buoy at Petrie Ledge.

Q.—A gas-buoy ?

A.—I would like one at South Bar.

Q.—With a bell on it ?

A.—Well, the bell would be of very little use there, for it would seldom ring ; there is hardly any swell there unless there is a strong easterly wind. A gas-buoy is all that is required. Of course I don't need any.
20 thing.

Q.—And after leaving Sydney ?

A.—I would suggest a good revolving light on Bird Rock.

Q.—What about the Cape Breton Coast ?

A.—I think it is pretty near all right.

Q.—Anything wanted at Cape North ?

A.—There is a fairly good light there.

Q.—Is there a fog-signal there ?

A.—No sir, and there should be one, if you distinguish the whistle well. There is one at St. Paul now, and of course if there was one at Cape
30 North distinct enough, it would be better.

Q.—On general principles there should be a fog-signal wherever there is a light ?

A.—Where there is a leading light there should be a fog-signal.

Q.—You can get them distinct enough ?

A.—Yes, sir.

Q.—Well, then, what lights do you suggest at Bird Rocks ?

A.—A good revolving light.

Q.—Is the fog horn all right ?

A.—They can't use a fog horn there ; they use gun cotton. They can't
40 get water or something or other. They are dependent altogether on rain water there.

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Q.—Why couldn't they use a condenser ?

A.—That is true ; it is a fog horn that is wanted; Gun Cotton to my mind is a thing that will only deceive you; you don't hear the report till it gets up there, and you can't tell where it is.

Q.—You think it is better to have a fog horn ?

A.—Certainly—a good siren.

Q.—After leaving Bird Rock, where do you make for ?

A.—Fame Point generally.

Q.—Do you find the light there all right ?

10 A.—No sir, a poor light—I suppose it is a third order light —It wants more power.

Q.—How much more ?

A.—It should be a first class light.

Q.—And the fog signal ?

A.—There is one at Cape Rosier, but none at Fame Point, and the one at Cape Rosier is very little good ; and there is one at Magdalen too, but you have to be very close in before you hear them. I wouldn't like to say what is the reason. The high land back of them may be the cause. But I think there should be a good whistle at Cape Chatte. I think the rest are all right—They are poor lights, but I think if you get Fame
20 Point and Cape Chatte, I don't see any reason why you can't follow the rest.

Q.—What about Matane ?

A.—It is a very poor light, and a good revolving or flash light would be a great improvement.

Q.—Don't you think the whole navigation of the Gulf all the way up from Cape Rosier, would be better for good lights ?

A.—Yes sir, it would be safer if they were all good lights, and in my opinion a fixed light is a thing of the past. There are many other
30 lights that may look as bright in hazy weather as a fixed light ; whereas if it is a flash or a group flash or revolving, or anything like that, you can always know it.—It is distinct.

Q.—Do you take your pilot at Father Point ?

A.—No, we carry a pilot.

Q.—Have you any improvement to suggest regarding Father Point ?

A.—The light is fairly good there now.

Q.—Only fairly good ?

A.—Yes sir, it would be better with a stronger light, and I would certainly have a stronger light at Bic. That is a whistle that we hear fairly well, but I suppose it could be improved too.

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Q.—Have you ever come in through the Straits of Belle Isle ?

A.—No, sir.

Q.—Have you ever found the current setting irregularly across there between Fame Point and Anticosti ?

A.—I can't say that I found much current setting across that way, but I have found it very irregular up and down the shore. Sometimes it is stronger than others, and sometimes it sets off and sometimes on. It is governed largely by the winds, but not to such a great extent, I don't think, as they give it credit for

10 Q.—In your opinion, would a more perfect hydrographic survey of the Gulf be an aid to navigation ?

A.—Yes, sir, I think so ; they have been at it already, and have given us a great deal of information, or rather they have proved certain things that were only supposed before, and I think if they could prove a little more it would better it. It is the magnetic influence that plays the mischief with these currents.

Q.—Did you ever go to the North of Anticosti ?

20 A.—No, but I have always understood that you can't rely on your compass at all there till you get clean out, even with a wooden ship. And the nearer you approach this North shore the worse the magnetic influence becomes.

Q.—After leaving Father Point, have you anything to suggest ?

A.—Well, no, you could improve there, but it is not so very bad now. The lightships are very good and the whistles are very good. But at Cape Eagle I have always thought that that lighthouse was not exactly in the right place. I have always thought it would be better if it were at the next point to the Westward. There is a danger of going down and getting to the Northward of the lights and not hearing the whistle. You are always timid about the other side because of the reefs there

30 Q.—Would a turning light on Orleans Island be of assistance in coming into the harbor of Quebec ?

A.—There are lights there, but there are confusing. We want them more distinctive. I don't know as I can very well suggest anything ; but there are the railroad lights and things, and you can't tell.

Q.—Shouldn't that light be on the break-water ?

A.—I have always thought so—on the lower end of the break-water.—And put sectors on them, so if you went to one side or the other, it will show it.

Q.—You could put a red sector showing the Beauport shoals ?

A.—Yes, sir.

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Q.—After you leave Quebec, coming to Montreal?

A.—There are lots of improvements there.

Q.—You have navigated the river at night?

A.—Parts of it.

Q.—What parts?

A.—Well, I have occasionally come up through the Cape LaRoche channel and past Champlain. I don't see any reason why an ordinary ship (not a warehouse like you run now, but an ordinary ship) with proper range lights, couldn't come up Cape LaRoche channel by night as well as by day; and past Champlain, with proper range lights and sectors on the sides of the range lights, to mark the sides of the channel out of the channel in passing another ship.

Q.—If the place is properly lighted you should go as well by night as by day?

A.—Yes. I think so, but about the Lake I don't know—there are corners there.

Q.—Above the lake you would have no trouble?

A.—Well, from the lake up, with proper gas-buoys and leading lights, I don't think there would be any trouble. I wouldn't be afraid to try it.

Q.—What about Contrecoeur Channel?

A.—That is a difficult place—you would have to have it properly lighted with buoys or else straighten the place out and put range lights in.

Q.—What about Point aux Trembles?

A.—I think you could manage that all right—With leading lights to the harbor of Montreal.

Q.—There is no difficulty in putting gas-buoys and leading light there?

A.—I don't think so.—It is done in other places, and why not there.

Q.—Now, going outwards. Have you anything to suggest going down—some of these different lights don't act the same way going out as in?

A.—Well, I don't know—I haven't found much difference in going back.

Q.—Don't you find in going down that the Cape Race light is rather too far to the Northward, and is hidden by the land?

A.—Yes, you have to open the Cape out before you can get the light.

Q.—What improvement would you suggest?

A.—I don't know as you could improve it very much. You could take it a little farther to the South-West, but I don't know as it would be very

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much good there. But I certainly would recommend a whistle or horn at Cape Pine. But I would have it at Western Cape, for it is there they work into.

EXAMINED BY CAPTAIN RILEY.

Q.—When you leave Quebec at night, what have you on Orleans to guide you on your channel between St Lawrence Point and the South shore ?

A.—Nothing.

10 Q.—Don't you want something there ?

The witness :—As a mark to keep you from going to the Northward ?

Captain Riley :—Yes.

A.—Range lights on Orleans Island, say on the North end, or wherever it would suit the best.

Q.—To guide you down the channel ?

A.—Yes, there is nothing below that, but it is easy below that.

EXAMINED BY MR. GEAR.

20 Q.—How do you find the lights on St. Pierre and Miquelon compare with ours ?

A.—They are better lights a long way.

Q.—And in your opinion our lights should be equal to them ?

A.—Yes, all ours should be equal to these.

Q.—Have you anything to suggest regarding day marks on the Coast coming up ?

A.—Well, I don't know, unless you place back some of the old beacons. In thick weather if you happened to strike them and know them, it would be very good.

30 Q.—When you get a Northerly wind and snow you can't distinguish them ?

A.—No it is hard to know the land, unless you have some mark. Many of the old coasters have marks about the land they that are familiar with. But it is often difficult even for me that has been so long at it. There is so much sameness to it.

Q.—And if covered with fresh snow it alters the appearance ?

A.—Yes, sir, unless there is some building or something like that

Q.—How would it do to have a flag-pole or something like that, through the middle of the lighthouse or alongside of it, with a ball and
10 penant or two balls and a triangle, or some distinctive mark on each light-house ?

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A.—But the lighthouses themselves are marked ?

Q.—But a man came in and said it had been snowing for five days, and he struck a lighthouse, and he didn't know it from the rock of Gibraltar, for it was all snow-white ?

A.—Yes, anything like that would be very good

Q.—You think there should be more distinctive day marks ?

A.—Yes, sir. All these places had beacons on your old charts, and, there is one on Plures Point yet And there used to be one on Frigate Point, Fame Point and Point L'Heureuse.

10 Q.—How many years have you been navigating the Gulf ?

A.—25 years, or rather since 1876.

Q.—And nearly the whole of your time has been taken up in the Gulf ?

A.—All the summer season has been taken up in the Gulf.

Q.—You don't cross the Atlantic at all ?

A.—No, not in the summer time.

And further deponent saith not.

A. W. G. MACALISTER,

Official Stenographer.

20

I the undersigned, Alex. W. G. Macalister, of the City and District of Montreal, Official Stenographer, do hereby declare that the foregoing pages are a true and correct transcript of the evidence given in this matter by Captain Fraiser, by me taken means of stenography.

And I have signed.

A. W. G. MACALISTER,

Official Stenographer.

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DEPOSITION OF LOUIS E. MORIN, PRESIDENT OF THE
CORPORATION OF QUEBEC PILOTS.

Taken this twelfth day of December, 1900.

EXAMINED BY MR. GEAR.

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Q.—How long have you been a pilot, Mr Morin ?

A.—Thirty-nine years.

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Q.—You are now actively employed between Father Point and Quebec?

A.—Yes.

Q.—Well, begin at Father Point and go up the river and then down again?

A.—Bic is our limit as pilots, but we go to Father Point with the Liners.

Q.—Well, beginning with Bic, we want you to state as shortly as possible what improvements you would recommend from there to Quebec. Have you anything to suggest with regard to Bic?

10 A.—Yes, I would suggest a buoy or something on the North West Reef at Bicquet.

Q.—An ordinary buoy or gas buoy?

A.—A gas buoy. —An ordinary buoy is no use at all and it should be with a whistle for it is often thick weather there.

Q.—It is in case you want to anchor or anything of that sort?

A.—Yes or to go round it to anchor inside of the Island of Bic.

Q.—After leaving Bic, what is the next point?

A.—The next improvement we want now is to remove the Red Island light ship

20 Q.—What about Father Point?

A.—Well, the light is all right but we want a whistle or a gas buoy outside to guide the ship going in. It is very important for them going in for the pilots, for if there was a buoy moored in about seven fathoms of water it is close enough to the land but sometimes ships lose a little time for they stop out too far. They have to sound and they don't like to use the lead all the time, so they stop out two or three miles and a boat has to row to the ship and that takes a good deal of time. But if there was a buoy there they could go close to the buoy in safety and there they would be sure to find the boat.

30 Q.—What would you suggest regarding the fog-signal at Father Point?

A.—Just an ordinary fog-signal.

Q.—A siren?

A.—Yes, it would be better for there is a signal at Bic and it should be different.

Q.—What is the one at Bic like?

A.—It is every minute a long blast and is quite satisfactory. It is a great improvement on the gun we had before. Guns are no use. At Father Point there is a bomb and it gives no report and it is no use.

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Q.—You want a siren?

A.—Yes, we asked for it a long time ago but never got it and as we are about it now we will just ask for it again.

Q.—What is the next point?

A.—Well, we go to Red Island now and we should have the light-ship removed into deeper water than it is, for it is too far North and it would be better if it were farther South in about twenty fathoms of water.

Q.—What about the light?

10 A.—It is all right on Red Island, but this gun on Green Island is the same kind of a bomb and it should be improved.

Q.—Is the fog signal on Red Island all right?

A.—Yes, except that it should be removed as I say.

Q.—And Green Island?

A.—Yes, it is abreast of Red Island and there they are using a bomb every twenty minutes and it is too long an interval between the two.

Q.—Would you recommend a siren?

A.—Yes, it would be far better, very much superior to anything we had before. We had a gun before that was only fired every half hour and with the ships we have now that is not often enough.

20 Q.—How often should the blasts sound?

A.—Every minute or two minutes.

Q.—After leaving Green Island that is the next point?

A.—White Island light-ship is all right where it is—It is a different whistle from Red Island. There are two blasts instead of one and then the next plea we go to on the North side which we use on the large boats is Cape Salmon. I am not prepared to say how to account for the peculiarity of the fog signal there, but we hear it better when we are about six or seven miles from it on the South side than when we are half a mile from it on the North side.

30 Q.—And you would recommend that that be changed?

A.—Well, we can only say that it is defective as it is and if the engineers can make it any better then we want it better.

Q.—What is the next point?

A.—We come to the Traverse. There is nothing in the way until you come to the Traverse and there we want another pier where the black buoy is at Point St Roch like the one they have built, with a light on it.

Q.—And a fog signal?

40 A.—Well, there is a fog signal on the light ship and it would be

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very good to have one on the pier for there we are getting into the narrows and we want everything to help us. Then after that we want a gas buoy abreast of the new pier that is in position now. We will call that the West end of the middle ground in the Traverse.

Q.—And what next?

A.—We want another gas buoy between the Pillars and the Channel Patch on the South Side and that brings us to Crane Island Channel. We want that channel to be straightened and made at least five fathoms deep for now we have only about four fathoms. If that were
10 done it would make it possible to go through any time of the tide but now we have ships drawing 26, 27 and 28 feet of water and we have to wait for the tide.

Q.—Is it too narrow?

A.—Yes if they are going to deepen it they will have to cut out part of the bank.

Q.—What width would you recommend?

A.—A thousand or twelve hundred feet to allow ships to meet.

Q.—If you had a depth of thirty feet and a width of twelve hundred feet could you navigate it night or day?

A.—Yes, but now we have to wait for the tide.
20

Q.—Have you any other improvements to recommend?

A.—They will have to deepen the St Thomas Channel some places. That is just about the shallowest place we have in the river and it should be deepened to thirty feet.

Q.—Any other improvements?

A.—Not till will we come to Bellechasse and there we want that light changed from a fixed light as it is now to an occulting or revolving or flashing light.

Q.—What above Bellechasse?

A.—We want a buoy at Beaumont Shoal abreast of Point St Lawrence. The channel is very narrow there and we want a gas buoy. It would be very useful for meeting vessels. Now there is no guide at all you have to use your judgment and sometimes you may go astray.
30

Q.—What have you to suggest between there and Quebec?

A.—We want a light on the West end of Orleans to come out of the harbour

Q.—Don't you want one to go in?

A.—We have two but they are not very satisfactory.

Q.—Are they ever obscured?

A.—Yes, they were part of the summer with the new elevator. One
40 of the lights was behind it.

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Q.—Is the light ever obscured by mist ?

A.—Yes, it is there is no other alternative but to anchor.

Q.—What will you require in that case ?

A.—These two lights that are there now. We would keep them all the same and we want another one on the West end of Orleans Island, just one light there would do, for they can make that one light show a certain color when you are too far on one side and you can keep on the White Light all the time until you get to the Island of Orleans and then you see Point St Lawrence and it is all right, but till we get that we want

10 a gas buoy at Point Levis.

Q.—What distance from the land ?

A.—In eight fathoms of water.

Q.—In going out from Quebec will the one light you have suggested on the West of Orleans be sufficient ?

A.—Yes.

Q.—Now going down will the improvements you have suggested be quite sufficient ?

A.—Yes, it is the very same—We reverse them and they work the same way.

20 Q.—Do you find all the lights between Father Point and Quebec satisfactory ?

A.—In general they are good except Bellechasse light which wants to be changed to a revolving flashing, or occulting light ; and we might suggest about the little channel at Crane Island that schooners and all little vessels ought to be forbidden to anchor there. There is a law but it is not put in force and they anchor there in the narrows and it makes it very awkward for us. We don't always like to sink them.

Q.—Do the Government boats going up and down advise them that they are in dangerous ground where they should not be ?

30 A.—Well, they should but they are not very often about there—they are generally at Quebec.

Q.—Would you recommend having some one there continually there to warn them ?

A.—The by-law should be put in force, and all schooners that anchor there should be reported and fined whether there is an accident or not. There are lots of other places for them to anchor. I think if the light house keeper on Crane Island were to do that, and there were a few of them fined, they would not do it any more for there is good anchorage all around there.

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Q.—Do you think all the fog signals are satisfactory between Father Point and Quebec ?

A.—They are all right except those I have mentioned

Q.—Are you satisfied with the present charts that you have and the depth of water as recorded on them ?

A.—Yes, the charts are good enough.

Q.—When was the last survey made ?

A.—Five or six years ago.

10 Q.—Don't you think there is a danger of some shoals changing since then in the narrow channels ?

A.—No, unless there are boulders carried by the ice. That might happen.

Q.—It is probable ?

A.—Yes, it is possible.

Q.—Do you not think it would be advisable for the Government to sweep the channel as we do in the Upper River each spring. Would it not be an aid to the safety of navigation if that were done in the narrow channels ?

20 A.—It would help although I can't say I have seen many of these boulders carried away.

Q.—How about vessels sinking ?

A.—We always know it.

Q.—Well, there was a barge sunk there loaded with brick about eight or nine years ago. Did you know about that ?

A.—I have known about it, but I never heard of any accident happening there for I think she was inside. Sweeping might be done with advantage, but I don't see that there is always a necessity for it but still we don't know.

30 Q.—Do you know the cause of the Etolia and the Sarmatian touching ground below Quebec ?

A.—Yes.

Q.—Has that shoal ever been found ?

A.—Yes.

Q.—Has the cause of the grounding been discovered ?

A.—Well yes, the cause was that there are patches about St Thomas where there is only twenty-four feet of water, and not far from there there is thirty feet or more and that is why we ask for dredging at St Thomas.

40 Q.—Would not these patches be more easily found if you swept the channel instead of trying to find them with the lead ?

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A.—Of course.

Q.—What about the red lights into Quebec--would it not be better to have them occulting ?

A. Yes, of course a fixed light is not much use.

Q.—Do you receive notices promptly at your office in Quebec from the Government of any thing wrong in the channel ?

A.—Yes, if there is anything wrong in the channel we do.

Q.—Do the Government officials attend promptly to the repairs or to any arrangements in the river when anything is reported to be wrong

A.—They say they answer us as quickly as possible but I think it 10 might be done a little quicker.

Q.—They wait for daylight instead of going at night ?

A.—Yes, and another thing Mr Gregory seems to say they don't give him the boats he wants.

Q.—Don't you think these matters should be attended to promptly ?

A.—Certainly it is a most important thing.

And further deponent saith not.

A. W. G. MACALISTER,

Official Stenographer

20 I, the undersigned, Alex. W. G. Macalister, of the City and Districts of Montreal, Official Stenographer, on the oath I have already taken do hereby declare that the foregoing pages are and do contain a true and faithful transcript of the evidence given in this matter by Pilot Morin by me taken by means of stenography, the twelfth day of December 1900.

And I have signed.

A. W. G. MACALISTER,

Official Stenographer.

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DEPOSITION OF PILOT ALFRED LAROCHELLE, PILOT
FOR THE LOWER ST. LAWRENCE.

Taken this twelfth day of December, 1900.

EXAMINED BY MR. GEAR.

Q.—How many years have you been a pilot.

40 A.—Thirty years.

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Q.—Now, Pilot leaving Father Point, we will go up the river and down again ?

A.—Father Point light is all right, but there should be a whistle there. There is a Pop gun there but it is useless.

Q.—Is that the only improvement that you would recommend there?

A.—Yes. Then we go to Bic and the light is all right there and the fog whistle too. Then I would go to Red Island light ship, and I would like to have that shifted into twenty or twenty-five fathoms of water to the Southward where it is. Red Is. is all right—it is one of the best lights
10 we have and there is a fog whistle there, on the light ship a little to the East.

Q.—Is it powerful enough ?

A.—Yes, it is a very good whistle. It is a steam whistle and not a compressed air whistle. Then the next place is White Island light ship and that is all right.

Q.—After leaving White Island light ship ?

A.—Cape Salmon light is all right, but I don't see why they have not put more powerful light there. The light is all right but it should be stronger.

20 Q.—Is it on an Island ?

A.—No, it is on the Mainland — A big bold cape where we go very close. When they put the light there I said why not make it a twenty mile light for it is only a twelve mile light.

Q.—What is the distance between the two lights ?

A.—Eighteen miles.

Q.—Do you want a fog signal there ?

A.—There is one there but it is no use for I have passed there within a mile and never heard it, and seven or eight miles to the Southward of it they have heard the sound. The echo will go up and down to the water further out that is what the engineer told me.
30

Q.—Would be a siren be better ?

A.—Well, I don't know what the engineer would suggest but there should be some means of having it better than it is now.

Q.—After leaving Cape Salmon ?

A.—Then we come the Lower Traverse light ship. That should be replaced by a permanent pier the same as the upper light ship is being replaced. And there is a middle bank there, and there should be a gas-buoy close to the Westward so we could meet one another. If there was a gas-buoy somewhere on the middle bank in the traverse, about the
40 West end of the bank on the South side, for once it is there I know exactly where it is ?

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Q.—Then after leaving there ?

A.—We come to the Channel patch. There is a gas—buoy there and it is all right, and then we come through the pillars. The light is all right there, but there should be a gas—buoy somewhere to the Southward of the pillars. The Channel is very narrow there, and there are patches and one thing and another and a gas-buoy would make it safer

Q.—Then above that ?

A.—In that little channel at Crane Island there is a gas-buoy on the lower end of the bank, and at the upper end there is a small channel but
10 only twenty-four feet of water at the entrance to the Westward, it should be dredged to thirty feet.

Q.—Shouldn't the whole channel be dredged to thirty feet ?

A.—Yes, it would be better—thirty feet at low water for once the tide has risen there is a rise of twenty feet and that is plenty of water.

Q.—What width is the channel now ?

A.—About six or seven hundred feet.

Q.—Is that wide enough ?

A.—Yes as long as it is dredged to thirty feet but of course it would be an advantage to have it wider in case of meeting ships, it should be
20 widened to a thousand or eight hundred feet.

Q.—If it were dredged to thirty feet and widened to one thousand feet would it allow vessels to pass at any hour of the day, or night ?

A.—Yes and safely. Then we come to Crane Island and there is an occulting light somewhere or other but it doesn't work well. It isn't quite steady—the light is bright enough but some nights it is like a fixed light, and when it shades itself you can't count the seconds exactly. But there is no mistake there for it is the only one.

Q.—You would recommend a new light and a more powerful one.

A.—Yes. The light is powerful enough but if it was more powerful
30 it would be safer. We can never see a light too soon.

Q.—In any case the light ought to be examined and any defect remedied ?

A.—Yes.

Q.—Well, above that ?

A.—Crane Island light. There we make an angle to go in the small channel.

Q.—You have suggested having a red light of some description on Crane Island lighthouse Island.

A.—Yes, in the same light, because when I am standing to the North,
40 when I am far enough to the Northward to tell me I can straighten my

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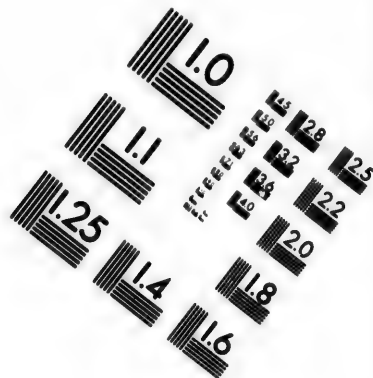
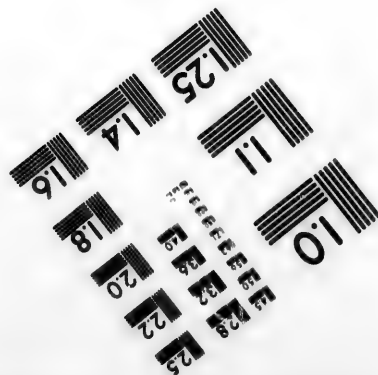
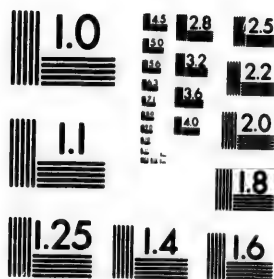


IMAGE EVALUATION TEST TARGET (MT-3)



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course to go through the small channel in case the gas buoy is out or is mixed up with schooner lights. There is a by-law in force that no schooners shall anchor there but they do anchor there, for there is no one there to tell them to go away. The Government Steamer will go through but won't say a word.

Q.—And you would like that law enforced ?

A.—Yes and have some one to do it.

Q.—What is the next point ?

A.—St Thomas gas-buoy is all right, but again at St Thomas-- the
10 gas-buoy is there—but there are some patches where there is only twenty-six feet. They are there on the chart all right and we have a leading light—Bellechasse and Crane Island in one.

Q.—Then it is all right ?

A.—Well, they are twelve miles apart, and with these small patches you may go through all right but you may go once too often. If it was properly lighted there would be a buoy there to give us the channel.

Q.—You want a gas buoy on one of the patches between Bellechasse and Crane Island ?

A.—Yes, it is no matter where it is. If they locate the channel properly we will go through it. It is a good light now but it is twelve miles
20 and it is only a twelve mile light and if it is a little hazy we don't see it.

Q.—Did you ever speak to any of the authorities about these lights ?

A.—No, I spoke to Captain Demers when he was in the Government steamer, and Mr Anderson told Mr Demers there was enough light there, a good light astern and ahead. But when a couple of Ships went ashore on St. Thomas shoal they put a gas-buoy there.

Q.—What ships ?

A.—I don't know-- they didn't go ashore they just touched, but before they touched we were told we had enough light there.

Q.—Then the Corporation of Pilots haven't made any representations
30 to the Government about this point ?

A.—So far as I can understand the Pilot office have sent letters but I don't think they got any satisfaction and they got disgusted. When you get an answer like that, saying you have enough and don't want any more a man gets disgusted.

Q.—What is the next place ?

A.—St Johns—that's all right and St Lawrence light it all right and then we come to the West end of the Island.

Q.—Shouldn't there be a gas-buoy on Beauport shoal instead of the
40 black buoy ?

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A.—It would be safer.

Q.—What about entering Quebec ?

A.—I would recommend a good range light on the South end of Orleans Island. That could be used for both entering Quebec and going out, for range lights will work either astern or ahead

Q.—Have you any other improvement to recommend in the barbor ?

A.—There are two range lights—I have got in and out often enough and I have seen them sometimes, and most of the times if I hadn't my own guessing mark—my own private marks, I wouldn't know what to do. They built an elevator in between two lights at Quebec and you could
10 not see the two lights, you could see one all right but you couldn't see the other. It was that way all summer and was only rectified about a fortnight before the close of navigation.

Q.—Was one of the lights obscured all the summer ?

A.—No, it was seen about a month or six weeks in the spring and then they built the last story on the elevator and shut off everything.

Q.—So the greater part of the summer one of the lights was obscured ?

A.—Yes. And then there is a cable light there—they have a red light similar to the other red lights and a stranger might go astray with these
20 You might work one of the red lights with one of the cable lights and make a range light of them and you will go over to the Montmorency Falls. A man not acquainted with the lights might do that.

Q.—Would a gas-buoy off Point Levis help matters ?

A.—Yes, gas-buoy always helps.

Q.—Then you would recommend a gas-buoy off Point Levis in five fathoms of water ?

A.—Well it is safer. A good range light is the best thing but I would like a gas-buoy too, for it is always safer.

Q.—You want good range lights on the break water and on the South West end of Orleans ?

30 A.—Yes, a range light is permanent, it is always there.

Q.—What change would you recommend in these cable lights ?

A.—I should think they might put a green light there instead of a red, but in all towns there are red lights here and there and they might make the lights revolving or occulting, or bigger and stronger light.

Q.—Now going out from Quebec toward Father Point have you anything to recommend ?

A.—Well, the lights will work as well one way as another it is the same thing.

Q.—As a rule do you find the lights between Father Point and Quebec
40 powerful enough?

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A.—No, there are a good many that are not powerful enough. If there were more power in them it would be better, for instance, there is a pier there in the Traverse and we have no trouble we see it ten or twelve miles away. That light is so good that the light ship there just looks like a candle and we thought before it was a pretty good light.

Q.—You would recommend an improvement in all the lights?

A.—Yes, make them stronger, except that one in the Traverse, it is all right. And Red Island light and the pillars are all right.

Q.—What kind of lights would you recommend at these different
10 light houses?

A.—I wouldn't have any fixed lights.

Q.—Are the fog signals satisfactory all along the coast?

A.—Yes, except at Cape Salmon, and then all these pop guns— I don't trust them at all.

Q.—Would you recommend any more fog signals along the river in addition to what they have now?

A.—Well, to the Eastward of Cape Dog, from Cape Salmon—I would recommend a light there, or in the bay of rocks somewhere there, for there is eighteen miles where there is nothing and if there was a fog signal
20 there it would be better.

Q.—Are you satisfied with the existing charts and the depth of water given on them between Father Point and Quebec?

A.—I am satisfied with the charts, except from Bellechasse to Crane Island.

Q.—Are the marks satisfactory between Bellechasse and Crane Island?

A.—No, I would recommend buoys, beacons, and spar buoys and day marks.

Q.—The explanatory notes on the chart are not sufficient.

A.—No, sir.

Q.—Does the Government sweep the channel between Quebec and
30 Crane Island?

A.—They had a survey only eight years ago.

Q.—Who made it?

A.—Maxwell.

Q.—Have they had no survey since then?

A.—No but I think it is all right for my part, I don't think the channel shifts at all.

Q.—Would it not be better to have the channel swept every spring?

A.—It would be better in case of anything sinking in the channel.

Q.—Have they got the patch upon which it is said the Etolia and the
40 Sarmatian touched?

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A.—Not to my knowledge, but I haven't seen any official report of that

Q.—Don't you think a sweeping of the channel would have assisted them to find that ?

A.—Yes certainly, for they used the lead and casting the lead here and there you might go over it and not find it.

Q.—Then sweeping would be an advantage ?

A.—Yes, especially from Grosse Isle to Crane Island down the small channel.

Q.—Did you hear of a brick barge having sunk ?

10 A.—Yes, I have heard of it.

Q.—Do you know if the locality has been found ?

A.—I don't think it.

Q.—What did you know about it ?

A.—A small coaster came to my place with mast or sails and told me there had been a lighter sunk there with some bricks. The barge disappeared and the mast and sails came in with a little coaster and I asked them where it was and they said they saw them floating there.

Q.—When was this ?

A.—Eight or nine years ago.

20 Q.—Would you recommend a further search for that barge for the safety of navigation ?

A.—In my opinion there is something there, a patch or barge or something and I would recommend a search for it

Q.—The President of your corporation is not an active pilot now ?

A.—Yes, he is.

Q.—How old a man is he ?

A.—About sixty years—he is in Montreal to-day.

EXAMINED BY CAPTAIN RILEY.

30

Q.—You have said that gas-buoys don't work well when pressure becomes low ?

A.—You understand they put one hundred lbs to the square inch leave it there a month and it can't work the same as it does when it is first put there. I would recommend a more frequent charging and looking after it better.

Q.—Who looks after it ?

A.—The Government—Mr Gregory is at the head of that.

Q.—He has been there for a good many years ?

40 A.—Yes. Another thing it that these lighters and schooners stand

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right across our bow, and in a narrow channel we have to stop and they keep the mid channel.

Q.—Would you recommend that the Government vessels be instructed to see that the by-laws are observed that is to say about gas-buoys ?

A.—Yes, especially there

Q.—Do these crafts have a pilot on board ?

A.—No we have no trouble with the Steamers.

Q.—Do the Government keep your office fully posted as to any changes in the lights and buoys ?

10 A.—Well, this last couple of years I have seen a notice that came to our pilot office from the Government, but before that I never saw any. And if we make any complaints about the lights or buoys they will only start in the morning they won't go at night.

Q.—They are not sufficiently prompt ?

A.—No, it is always to morrow morning.

And further deponent saith not.

A. W. G. MACALISTER,

Official Stenographer.

I, the undersigned, Alex. W. G. Macalister, of the City and District
20 of Montreal, Official Stenographer, do hereby declare that the foregoing pages are and contain a true and faithful transcript of the evidence given in this matter by Pilot Larochelle, this 12th day of December, 1900.

And I have signed.

A. W. G. MACALISTER.

Official Stenographer.

80 DEPOSITION OF JOHN BERNIER, PILOT, QUEBEC.

Q.—What is your name ?

A.—John Bernier, of Quebec

Q.—What is your occupation ?

A.—I am a Pilot, on the St Lawrence.

Q.—Upper or Lower ?

A.—Lower St Lawrence, between Quebec and Father Point.

Q.—How many years have you had your Branch ?

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A.—Nineteen (19) years.

Q.—Now, we will begin at Father Point. We will suppose that we are boarding the steamer at Father Point for Quebec. After leaving Father Point, we would like you to tell us exactly what improvements you would consider necessary to make the navigation from that point to Quebec safer than it is at present?

A.—We do not want anything from Father Point to the Traverse. In the Traverse, there should be another pier to replace the light-ship. After that, there should be a good occulting gas-buoy on a patch or shoal
10 about south east of the Pillars.

Q.—And from there we will go to the Crane Island channel?

A.—There should be some dredging there.

Q.—Is the channel too narrow?

A.—Yes, it is too narrow?

Q.—How wide is it?

A.—At low water, it is about six hundred feet.

Q.—To what depth should it be dredged?

A.—There is a shoal that comes in line with the channel, a little
above the channel, where there is only twenty-three feet at low water.

20 Q.—Is this shoal in Crane Island Channel?

A.—Yes, on the upper part of Crane Island narrow channel.

Q.—It is only twenty-three feet at low water?

A.—Yes.

Q.—To what width and depth should that channel be dredged?

A.—To thirty feet of depth, and from thousand to twelve hundred feet
width at low water.

Q.—Are your lights all right in that channel?

A.—There is a gas buoy on Beaugau's Bank.

Q.—Is that sufficient?

30 A.—Yes, sufficient for the summer, but late in the season, after the fifteenth of November, it is not sufficient. It delays the ship. If there is any wind, the water flies over the buoy and we cannot depend on the light at any time. If there was a small pier built on Crane Island,—where the red can buoy is—a pier there; with a light on it, would be very nice, for the night time and for early in the spring and late in the season.

Q.—Would that enable you to go up and down without any trouble?

A.—Yes, night or day.

Q.—You have asked for the channel to be dredged to a width of twelve hundred feet—what is your reason for asking for that width?

40 A.—It is for meeting steamers at night time.

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Q.—Is it dangerous meeting a steamer now in the narrow channel at night time ?

A.—Yes.

Q.—Do you consider that the increased width and depth you have asked for would make the channel perfectly safe ?

A.—Yes, but it is absolutely necessary to make it safe, to have it dredged to thirty feet and widened to twelve hundred feet.

Q.—After leaving the pier that you suggest on Crane Island shoal, what would you suggest above that ?

10 A.—More dredging above Crane Island, abreast of Margaret Island, where there are shoals right in the middle of the channel. It should be dredged to thirty feet.

Q.—Is the channel wide enough ?

A.—Yes, there is only those patches in the middle of the channel, where many steamers have touched, and that is the part I want to have dredged.

Q.—And above that ?

A.—After that, I want the Bellechasse light to be an occulting light instead of a fixed light.

20 Q.—What is your reason for wanting an occulting light ?

A.—Because the Bellechasse Light is a poor light, it is not a strong light, and in hazy weather you cannot distinguish it from the steamer's mast-head light, or any other of the lights.

Q.—Above that, we are coming to the entrance of the Harbor of Quebec. Do you require any leading light for coming into the Harbor of Quebec ?

A.—Yes, it would be better to have a range light.

Q.—Where do you want the range light placed ?

A.—On the south west end of Orleans Island. In going from Quebec outwards, there should be a gas buoy at Point Levis.

30 Q.—What do you want a gas buoy there for ?

A.—In meeting ships at night time, and when the smoke of the City is carried down by the light winds in summer, we do not see the lights on the West end of Orleans Island many times. Well, a gas buoy on Point Levis would make it safer in meeting steamers, where there are so many small craft.

Q.—How far out would this be ?

A.—In five fathoms of water.

Q.—Is there any other improvement you would suggest ?

A.—No.

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Q.—Now in going out, have you anything to suggest ?

A.—In going out, we have everything except a gas buoy at the west end of the middle ground of the Traverse. It should be placed in five fathoms of water, a quarter of a mile, I may say, below where the can buoy is now. We want a gas buoy in that place because it is dangerous place. It is the entrance of the Traverse and steamers have been touching there since the pier has been built, at the upper end.

Q.—Have you anything else to suggest ?

A.—Nothing.

10 Q.—I would like to take you back to Father Point. There are a number of lights between Father Point and Quebec. Are they all satisfactory ?

A.—Yes, except Bellechasse.

Q.—There are also a number of fog signals, are they satisfactory ?

A.—Yes, except Cape Salmon fog-signal. The Cape Salmon fog-signal is close to the water and there are hills behind it and a very high mountain, and the result is that the sound is vibrated upwards, -- it must be that, because we do not hear it on the ship.

Q.—Is the light at Red Island all right ?

20 A.—Yes, it is a very good light, a first class light, the very best light we have got.

Q.—Would it not be better with fog signals at all the various light stations between Father Point and Quebec ?

A.—I may say that we have all the signals we require to use now. We have a signal at Father Point. There is one at Red Island. The fog signal is not on the island but on the light ship.

Q.—And they are all satisfactory ?

A.—Yes, except Cape Salmon.

BY MR. CAMPBELL :

30 Q.—Where did the "Etoilia" and the "Sarmatian" go ashore ?

A.—Above St. Thomas gas buoy, between quarter to half a mile,—that is what the pilots have told us. The place where the Etoilia went ashore is not exactly where I have asked to have dredging done. The Government took some steps to look into the matter in that part of the river where the ship touched.

Q.—About the "Sarmatian" ?

A.—She touched about the same place.

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CONTINUATION OF DEPOSITION OF PILOT JOHN BERNIER.

Taken this twelfth day of December, nineteen hundred.

EXAMINED BY MR GEAR :

Q.—Have you ever heard of a barge loaded with bricks sinking in the channel near where the Etolia was reported to have touched ?

10 A.—I heard of it after the ship had touched but not before.

Q.—What steps do the Government take to notify the pilots at Quebec of any accident of that nature ?

A.—As soon as there is an accident—in that case, if the barge is sunk there, the people of the barge report it right away to the Marine Department, but I suppose they never spoke of it, and so no one knows it.

Q.—Do the Government keep you always fully posted at Quebec about the lights and buoys in the river between Quebec and Father Point, are their notices sufficient ?

A.—I don't think so.

20 Q.—The Corporation of Pilots have an office at Quebec ?

A.—Yes.

Q.—Do you not think the authorities ought to keep you thoroughly posted at that office all the time ?

A.—Yes.

Q.—And in your opinion their not doing so may lead to an accident ?

A.—Yes.

Q.—Where are the notices sent now ?

A.—They are sent to our office.

30 Q.—Would you not advise a further examination of the channel where the Etolia grounded, for the purpose of ascertaining what was the cause of the accident ?

A.—Certainly.

Q.—Is the survey of the channel around Crane Island perfectly accurate, supposing the tide is low, and according to your chart there should be twenty seven feet—have you ever found that there was only twenty three or twenty-four feet ?

A.—Never.

Q.—It is exactly accurate ?

40 A.—Yes, but there is a place where we know it is only twenty-four feet, but as a rule I have always found twenty-six or twenty-seven feet.

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Q.—In every place given you by the chart as twenty-six feet have you always found twenty-six feet ?

A.—Yes.

Q.—Have you sounded with the lead ?

A.—Yes, many times, and we never found the place where the Etolia touched, and no one knew it.

Q.—When was the survey taken of the charts that you work on ?

A.—Five or six years ago.

Q.—How often is the channel surveyed between Quebec and Father Point ?

A.—Well, I have been a pilot for nineteen years and I have only seen it once.

Q.—Is there not any danger of changes occurring in the channel ?

A.—Not in my opinion.

Q.—Don't you think it would be better if the most dangerous part of the channel, say, through Crane Island and the Traverse were swept every year ?

A.—Yes.

Q.—Do you consider that such sweeping would have prevented the accident you referred to ?

A.—I think so, and I would recommend that the channel be swept.

Q.—You say they couldn't find the spot where the Etolia touched ?

A.—No, sir.

Q.—Couldn't they have located it if they had the same apparatus as they use between Montreal and Quebec ?

A.—Yes, that is what they should have had for it must be a very small patch.

Q.—But that very small patch might do very much damage ?

A.—Yes.

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EXAMINED BY CAPTAIN RILEY.

Q.—In passing through these narrow channels do you find that the Government ships take up the mid channel course instead of keeping away to the south where the water is shallow ?

A.—Well, that is more than I can tell.

Q.—Have you ever met them in mid channel when you thought they should have been at the side ?

A.—Well, it doesn't matter for they are small ships, and we keep in mid channel and they keep away from us.

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Q.—What are the dangerous ones ?

A.—All small ships schooners, lighters and this like that are more dangerous than the Government boats - we have never had any collision with them.

Q.—They keep out of your way ?

A.—Yes, we don't complain of them.

Q.—Going into Quebec, do you find the range lights sufficient at night ?

A.—Many times we don't see them on account of the smoke of the
10 City.

Q.—What would you suggest to light you into Quebec ?

A.—A gas buoy where we are sure to see it.

Q.—Where ?

A.—On Pointe Levis in five fathoms of water.

Q.—And what would you suggest on the other shore, on the Quebec side, to help these break water lights that you seldom see ?

A.—I don't think it is any use to change the lights there for if it is clear we see them and if it is smoky we won't see any other lights better than the ones we have, because they are red lights and the others are
20 electric lights. But when it is smoky the gas buoys would be the thing.

Q.—Don't you think more powerful red lights placed in a different manner might be useful ?

A.—Certainly the more powerful they are the better we would see them—they are never too powerful.

Q.—Going out of Quebec on a dark night what range lights have you to guide you around the corner ?

A.—As soon as the light at Quebec comes in a line—the range light, the head of the ship is pointed for West end of Orleans, and if there were some range lights on the West end of Orleans, if you don't see them behind, you are sure to see them ahead, and then if it is smoky gas buoy on
30 Point Levis, and that gas buoy would be very nice for meeting ships. There are so many small crafts around there in the summer, you may port or starboard your helm to pass a schooner and you are soon out of the channel.

Q.—You recommend a range light on the West end of Orleans Island?

A.—Yes, and occulting light or a range light.

And further deponent saith not.

A. W. G. MACALISTER,

Official Stenographer.

I, the undersigned, Alex. W. G. Macalister, of the City and District of Montreal, Official Stenographer, do hereby declare that the foregoing pages are a true and transcript of the evidence given by Pilot Bernier, on the twelfth day of December nineteen hundred.

And I have signed.

A. W. G. MACALISTER.

Official Stenographer.

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John